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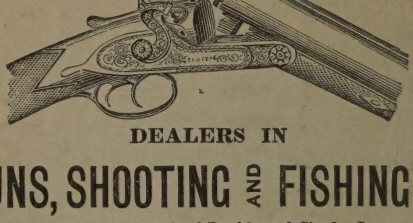

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"The Middle States: A Handbook for Travellers"
JAMES R. OSGOOD & Co.
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Longitude from Washington
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THE MIDDLE STATES:

A

HANDBOOK FOR TRAVELLERS.

A GUIDE TO

THE CHIEF CITIES AND POPULAR RESORTS OF THE MIDDLE STATES, AND TO THEIR SCENERY AND HISTORIC ATTRACTIONS; WITH THE NORTHERN FRONTIER FROM NIAGARA FALLS TO MONTREAL; ALSO, BALTIMORE, WASHINGTON, AND NORTHERN VIRGINIA.

With Seven Maps and Fifteen Plans.

THIRD EDITION.

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HOUGHTON, OSGOOD AND COMPANY.
The Riverside Press, Cambridge.
1879.

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PREFACE.

THE chief object of the Handbook for the Middle States is to supply the place of a guide in a land where professional guides cannot be found, and to assist the traveller in gaining the greatest possible amount of pleasure and information while passing through the most populous and wealthy States of the American Union. The Middle States have hitherto been but casually treated in books which cover wider sections of country; and special localities within their borders have been described with more or less fidelity in local guide-books; but the present volume is the first which has been devoted to their treatment according to the most approved principles of the European works of similar purpose and character. The Handbook is designed to enable travellers to visit any or all of the notable places in the Middle States, with economy of money, time, and temper, by giving lists of the hotels with their prices, descriptions of the various routes by land and water, and maps and plans of the principal cities. The letter-press contains epitomes of the histories of the old river and border towns, statements of the principal scenic attractions, descriptions of the art and architecture of the cities, biographical sketches in connection with the birthplaces of eminent men, and statistics of the chief industries of the included States. The half-forgotten but worthy and heroic records of the early Swedish, Dutch, French, Quaker, and Puritan colonies, and their wars and traditions, have received special attention in connection with the localities made famous in those remote days; while numerous Indian legends will be found in various places. The military operations of the

Wars of the Revolution, of 1812, and of the Rebellion (so far as they affected this section of the Republic) have been carefully studied and localized; and the rise of the great inland cities has been traced and recorded. The famous summer resorts — among the mountains and by the lakes and sea — with which the Middle States abound, and which are thronged by visitors from all parts of the country, have been described at length in these pages.

The plan and structure of the book, its system of treatment and forms of abbreviation, have been derived from the European Handbooks of Karl Baedeker. The typography, binding, and system of city plans also resemble those of Baedeker, and hence the grand desiderata of compactness and portability, which have made his works the most popular in Europe, have also been attained in the present volume. Nearly all the facts concerning the routes, hotels, and scenic attractions have been framed or verified from the Editor's personal experience, after a long period of incessant travelling for this express purpose. The maps and plans of cities have been prepared with the greatest care, and are based on the system of lettered and numbered squares, with figures corresponding to similar figures attached to lists of the chief public buildings, hotels, churches, and other notable objects. The hotels indicated by asterisks are those which are believed by the Editor to be the most comfortable and elegant. Trustworthy railroad time-tables are found in the "Travellers Official Guide" (with numerous maps) published monthly at Philadelphia.

Infallibility is impossible in a work of this nature, especially amid the rapid changes which are ever going on in America, and hence the Editor will be grateful for any *bona fide* corrections or suggestions with which travellers or residents may furnish him. He would also thankfully acknowledge his indebtedness to the gentlemen who have revised the book in advance of publication.

M. F. SWEETSER,
Editor of Osgood's American Handbooks,
Winthrop Square, Boston.

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ABBREVIATIONS.

N. — North, northern, etc.
S. — South, etc.
E. — East, etc.
W. — West, etc.
M. — Mile, or miles.
r. — right.
l. — left.
ft. — foot, or feet.
hr. — hour.
min. — minute, or minutes.

Asterisks denote objects deserving of special attention.

THE MIDDLE STATES.

New York.

"THE EMPIRE STATE" is bounded on the N. by Lake Ontario and the Province of Ontario, on the E. by the States of Vermont, Massachusetts, and Connecticut, on the S. by the Atlantic Ocean and the States of New Jersey and Pennsylvania, and on the W. by Pennsylvania, Lake Erie, and the Niagara River. It covers 47,000 square miles, and is divided into 60 counties, with 930 towns and 22 cities; and the population is 4,382,759, with 823,484 voters (census of 1870), making it the most populous State of the Republic. 1,138,353 of the inhabitants are foreign-born. The manufacturing interests are of great extent and variety, and in 1865 reported 24,530 establishments, employing 206,166 persons and $ 227,674,187 of capital, and producing annually $ 457,133,717 worth of goods. The commerce of New York is larger than that of any other State, and is slowly recovering from the crushing blows inflicted by the Anglo-Rebel privateers, which reduced its tonnage of 921,983 in 1862 to 471,473 tons in 1865. New York City is the only important ocean-port, and is the commercial metropolis of the Western Hemisphere. The lake ports (Oswego, Buffalo, Geneva, etc.) have an enrolled tonnage of over 312,000 tons. There are 167 insurance companies, and savings-banks with deposits amounting to nearly $ 200,000,000. The immense railroad systems connected with the N. Y. Central & Hudson River and the Erie companies cover most of the inhabited counties with their tracks, and the canals (which are under the care of the State) transport vast quantities of provisions and miscellaneous goods.

The State Census of 1865 reported 60 religious sects, with 5,388 church edifices, valued (together with their land) at over $ 50,000,000, with a membership of 741,831, and an average attendance of 1,070,662. The Methodist Church greatly preponderates in numerical strength; and the Presbyterians and Baptists come next. The Episcopal Church has great wealth and influence; and the Roman Catholics exercise a controlling power in the chief city of the State.

The military force consists of 24,285 citizens, enrolled in 8 divisions, consisting of 39 regiments, 10 battalions, 7 troops, and 11 batteries. The term of service is 7 years, during which the men are exempt from jury-

duty and receive pay for the 6 annual drills and the summer encampments. Behind this disciplined and mobilized force is the immense strength of the Reserve Militia, which is liable to be called into service in time of national peril. During the Secession War (1861 – 65) the military strength of the State was displayed in a remarkable degree, and there were sent thence to the scene of war: 26 regiments of cavalry; 17 regiments, 3 battalions, and 34 batteries of artillery; 4 regiments of engineers; and 194 regiments of infantry (mostly for three years' service).

The present territory of New York State was discovered in 1609 by Henry Hudson (of the Dutch East India Company) on the Hudson River side; and by Samuel de Champlain, the French Governor of Canada, on the Lake Champlain side. Dutch trading-posts were established in 1613 and 1614, and the country was named the New Netherlands. Large immigrations of Hollanders soon occupied the Hudson River Valley, and in 1664 the country was conquered by a British fleet, and was named New York. Thenceforth for nearly a century the new province was engaged in almost constant warfare with the French in Canada, being aided by the powerful Indian confederacy of the Six Nations. But a short time after the Conquest of Canada New York entered the new American Republic and became a powerful member of the Union. Much of the Revolutionary contest was carried on within its borders, and its chief city was occupied for 7 years by the royal forces. Since the beginning of the present century the growth and development of the State have been rapid and healthy, and it is now the foremost of the United States.

Pennsylvania.

"The Keystone State" is bounded on the N. by Lake Erie and the State of New York, on the E. by New York and New Jersey, on the S. by Delaware, Maryland, and West Virginia, and on the W. by West Virginia and Ohio. It is crossed from N. E. to S. W. by the Allegheny Mts. in a belt 200 M. wide, which is occupied by long parallel ridges separated by narrow and picturesque valleys. The extensive districts which are included in the limestone valleys are among the most fertile in the Republic, and are densely populated by agricultural populations (mostly of Germanic origin). The State derives its chief importance from the great mines of coal and iron which are scattered throughout the hill-country; and the aggregate of its iron manufactures is of great value, and is constantly increasing. Between 1840 and 1870 (inclusive) over 200,000,000 tons of anthracite coal were mined here, besides immense quantities of bituminous coal in the Western counties. The petroleum trade is of more recent development, and between 1860 and 1870 (inclusive) there were produced 35,430,217 barrels of petroleum, a large portion of which was exported. Marble, copper, zinc, salt, and saltpetre are also found in large

quantities. Varied and extensive manufactures are carried on at Philadelphia, Pittsburgh, and other of the chief cities. Since the State has no ocean-front, its commerce is small in comparison with that of New York or Massachusetts; but a lucrative transatlantic and coasting trade is centring in Philadelphia, and Pittsburgh commands a considerable share of the commerce of the Ohio River. The railroad system is at present composed of several first-class lines (controlled by the Penn. R. R.), and will be quite complete when the roads which are now in actual process of construction are finished.

Pennsylvania has 3,521,791 inhabitants. It covers 44,317 square miles, and is divided into 65 counties, 1,471 towns, 417 boroughs, and 19 cities. It is claimed that the climate is milder than that of New York, except on the northern plateaus, whose mean temperature is nearly as low as that of Southern New England (which is on the same latitude).

The census of 1860 reported in Pennsylvania 40 religious sects, with 5,337 churches valued at $22,581,479 (one church for every 543 inhabitants). The Methodists, as usual, are very far in the majority, next to whom come the Lutherans, Presbyterians, German Reformed, and Baptists. There are numerous quaint sects of Germanic origin, whose names are seldom heard elsewhere in America, — Moravians, Dunkards, Amish, Mennonites, etc.

The military organization of the State is less elaborate than that of some other of the Eastern States, but is capable of tremendous action in time. The first Northern troops who reached imperilled Washington in 1861 were Pennsylvanians; and during the Secession War the State furnished to the national government 362,284 soldiers, exclusive of the powerful levies from the local militia for the repulse of the rebel invasions.

The shores of the Delaware were settled before 1640 by Swedes and Finns, who were subjugated in 1655 by the Dutch from New York. In 1664 the land was taken by the British, and in 1681 was granted by King Charles II. to William Penn, and the new domain was named Pennsylvania (the Penn Forest, Penn's Woods, or as the grantee preferred to understand, "The Mountain Forest," — from the Welsh word, *Pen*, a mountain, and the Latin *Sylva*, a forest). Penn soon came to his new estates, and founded the city of Philadelphia. An honorable peace was concluded with the Indian tribes and the colony grew rapidly, receiving large accessions of English and Welsh Friends. After the year 1700 began the great Germanic immigration which slowly pressed out or submerged the English Quaker settlements in the rural counties, which are still occupied by the conservative and unassimilated myriads of the "Pennsylvania Dutch." The State took a prominent part in the Revolutionary War (though the Quaker citizens were generally opposed to the

independence of America), and several desperate battles were fought on her soil. The Whiskey Insurrection occurred in the western counties in 1794, but was soon broken up. Thenceforth for many years the citizens carried forward the development of the vast mineral resources of the State, and founded new cities and prosperous boroughs. During the Secession War, Pennsylvania acted with promptitude and power, giving her whole strength to the National cause. Her soil was twice invaded by the Southern armies, who advanced to within four miles of the capital; and within her borders, at the obscure borough of Gettysburgh, was fought the tremendous three-days battle whose issue insured the integrity of the Republic.

New Jersey

is bounded on the N. by the State of New York, on the E. by New York and the Atlantic Ocean, on the S. by the Delaware Bay, and on the W. by Pennsylvania. The S. and middle portions are level and sandy, and are bordered by narrow salt-water lagoons; but the N. and N. W. portions are covered with low and lake-strewn spurs of the Alleghany Mts. Only a small portion (relatively) of the land is improved, as the extensive pine-plains toward the ocean have an unprolific soil. The chief natural products are fruits and vegetables, which are readily disposed of in the great markets of New York and Philadelphia. The manufacturing interests are important, the most unique being the extensive silk-factories at Paterson. The railroad system is well arranged and powerful, and is mostly controlled by the Penn. R. R.; and there are two long canals, one of which is for the passage of large vessels between the Delaware River and the lower bay of New York. Iron and zinc mines are profitably worked in the N. W. counties; and valuable beds of marl and glass-sand are found in the E. and S. Notwithstanding its long ocean-front, the commerce of the State is insignificant, being monopolized by the cities of New York and Philadelphia.

The ecclesiastical statistics of 1860 showed 1,123 churches, valued at $7,762,705 (one church for every 598 persons). The predominant sects are the Methodists and Presbyterians. A well-disciplined force of citizen-soldiery is kept under discipline and in marching order, and the State furnished nearly 90,000 men to the national armies during the Secession War.

New Jersey has 906,096 inhabitants. It covers an area of 8,320 square miles, and is divided into 21 counties.

This region was settled by the Dutch near Bergen in 1614, and by the Swedes on the Delaware Bay in 1627. After the British conquest of New York (1664), it was granted by the Duke of York to Lord Berkeley and Sir George Carteret, and was named in honor of the latter, who was a

native of the Isle of Jersey (in the English Channel). It was divided into East and West Jersey, the latter of which was occupied by William Penn. Puritan colonies from New England settled near the N. shores, and English Friends occupied the S. W. During the Revolutionary War the State was the scene of three American victories, and of two winter-encampments of the Continental army.

Delaware

is bounded on the N. by the State of Pennsylvania; on the E. by the Delaware River and Bay; on the S. and W. by Maryland. It is the smallest State in the Union, except Rhode Island, and contains 2,002 square miles, which are divided into 3 counties and 27 hundreds (corresponding to towns). The population is 125,015; and in 1860 there were 220 churches, valued at $846,150 (one church to every 510 persons). There is a main trunk-line of railroad running from Wilmington S. across the State, with several branches to the E. and W.; and the Chesapeake & Delaware Canal gives passage for small vessels between the great bays on either side. The manufacturing interests are clustered about Wilmington; and the majority of the people are engaged in agriculture, producing large crops of wheat, Indian corn, Irish and sweet potatoes, berries and peaches, and valuable supplies of butter and honey. The upper part of the State is diversified with rounded hills and fruitful valleys; but the lower counties form vast plains, which degenerate into cypress-swamps along the S. boundary.

Delaware was discovered by Henry Hudson in 1609, and was settled at an early day by the Swedes, according to the plans of King Gustavus Adolphus. After 4 Swedish governors had held the reins of power, the colony was conquered by the Dutch (1655), and was occupied by the British in 1664. The name of the State was given in honor of Thomas West, Lord De la Ware, sometime governor of Virginia, who died on shipboard in the Delaware Bay, June 7, 1618. The territory was granted to William Penn in 1682, but was separated from his domain in 1701. Under the guidance of Dickinson and Rodney, it bore a bravely patriotic part in the Revolutionary War, though part of its territory was overrun by the royal troops. Although, on account of its position as a slave-holding border State, Delaware was importuned by the Southern leaders to secede from the Union, it continued firmly loyal, and sent to the national armies 8 regiments, a cavalry battalion, and a battery.

Maryland

is one of the Southern States, and is bounded on the N. by Pennsylvania, on the E. by Delaware and the Atlantic Ocean, on the S. by Virginia, and on the W. by W. Virginia and Virginia. It covers 11,124 square miles,

and is of varying natural characteristics. 8 counties are located on the level peninsula (called "the Eastern Shore") between the Chesapeake Bay and the ocean, and are indented by deep tidal estuaries, which abound in oysters and fish. The western counties are mountainous, and contain vast deposits of semi-bituminous coal, which is shipped from Cumberland on the Chesapeake & Ohio Canal. Maryland is one of the foremost States in a commercial point of view, most of its marine trade centring at Baltimore. Wheat, Indian corn, and tobacco are the chief agricultural products, and cotton is raised on the Eastern Shore.

Maryland was originally named *Terra Mariæ*, or Mary's Land, in honor of Queen Henrietta Maria, and was settled along the Chesapeake in 1631–32 by affluent Catholic families. For many years the province was agitated by conflicts between the Puritans at Providence (Annapolis) and the Catholics. In 1649 the act of toleration was passed which made Maryland "the land of the sanctuary." The attacks of hostile Indians on the W. disciplined the people, so that the "Maryland Line" was one of the most valiant bodies of troops in the Continental army. The State wavered for a moment when the Secession War broke out (being a Southern and slave State), but finally rejected the ordinance of Secession, and remained true to the Union. Many regiments from Maryland entered the national armies, and others were enrolled among the Confederate forces.

INTRODUCTION.

I. Money and Travelling Expenses.

The notes of the U. S. Treasury and the national banks are the usual forms of money in circulation, although gold coin is sometimes seen. The silver coins, valued at 10, 25, and 50 cents, are common; and so are the nickel and mixed coins, of 1, 2, 3, and 5 cents. The expense of travelling in the Eastern States has been very materially reduced during the last six years, in keeping with the general contraction of values and the falling of war-prices.

The usual charge per day at the best hotels is $4 to $5.00, with considerable reductions when a prolonged stay is made at one place. Tourists who travel slowly through the country, and stop at the less pretentious hotels (which are usually comfortable, and always safe), may easily limit their expenses to $25 or $30 per week. Those who frequent hotels of the highest class, and indulge much in carriage-riding, will find $45 to $50 per week none too much. At most of the sea-beaches board can be secured at $10 or $15 per week; while, in the quieter and less fashionable villages about the mountains, substantial fare may be found in broad old farm-houses for $6 to $10 per week.

II. Railroads and Steamboats.

Railroad travelling in America is much more comfortable, yet more expensive and dangerous, than in the Old World. There is but one class of tickets, the average fares being about three cts. a mile. On each train is a smoking-car, easily accessible from the other cars, and fitted with tables for card-playing. It is prudent to decline playing with strangers, as gamblers sometimes practise their arts here, in spite of the watchfulness of the officers of the train. To nearly every through train on the grand routes is attached one or more palace cars, which are richly carpeted and curtained, and profusely furnished with sofas, easy-chairs, tables, and mirrors, and fronted with broad plate-glass windows. These cars being well balanced, and running on twelve wheels, glide over the rails with great ease. By night they are ingeniously changed into sleeping-rooms, with comfortable beds. The extra fares on the palace-cars are

collected by men attached to them. The usual price of a night's lodging is $2. The fares by steamboat are somewhat lower than by rail, and (in case of a night passage) include a sleeping-berth in the lower saloon, but generally do not include meals. A state-room in the upper cabin costs extra, but insures better air and greater comfort and privacy. State-rooms (in the summer season) should be secured in advance at the company's office in New York, Philadelphia, or Baltimore. Great lines of stages still run among the mountains and in the remote rural districts. Persons travelling by this way, in pleasant weather, should try to get a seat on the outside.

The Check System. — The traveller, having bought a ticket for his destination, shows his heavy baggage (trunks, etc.) to the baggage-master, who attaches a small numbered brass plate to each piece with a leather thong, and gives to the traveller a check for each piece of baggage, similar in form and number to that appended to such piece. The railroad now becomes responsible (within certain limits of weight and value) for the baggage, which is to be given up only on the presentation of the duplicate check which is in the traveller's possession. Trunks may be thus despatched from New York or Philadelphia to Chicago, Montreal, Washington, etc., without trouble ; and if their owner is delayed on the route, they are stored safely at their destined station until he calls. On presentation of the check at the baggage-room of the station to which the baggage has been sent, it is given up to the owner or his hotel porter. The large hotels have coaches at the railroad stations, on the arrival of through trains; and their porters will take the duplicate checks, get the trunks, and carry them to the hotel.

III. Excursions on Foot.

It is remarkable that pedestrianism has never been popular in this country. The ease and perfect freedom of this mode of travelling, its highly beneficial physical effects, the leisure thus afforded in which to study the beautiful scenery in otherwise remote and inaccessible districts, — all mark this as one of the most profitable and pleasant modes of summer recreation. To walk two hundred miles in a fortnight is an easy thing; and it is infinitely more refreshing for a man of sedentary habits than the same length of time spent in lying on the sands of some beach, or idling in a farm-house among the hills. "For a tour of two or three weeks, a couple of flannel shirts, a pair of worsted stockings, slippers, and the articles of the toilet, carried in a pouch slung over the shoulder, will generally be found a sufficient equipment, to which a light overcoat and a stout umbrella may be added. Strong and well-tried boots are es-

sential to comfort. Heavy and complicated knapsacks should be avoided. A light pouch, or game-bag, is far less irksome, and its position may be shifted at pleasure." (BAEDEKER.) One or two books might be added to this list; and a reserve of clothing may be sent on in a light valise, at a trifling cost, to the town which is the pedestrian's objective point.

It would be well for inexperienced walkers to begin at eight to ten miles a day, and gradually increase to sixteen to eighteen miles, or six hours' walking. During the heats of summer the travelling should be done at early morning and late afternoon, thus spending the hottest part of the day in coolness and rest. The best time for a pedestrian tour is between late September and late October, when the sky is clear and the air bracing, — the season of the reaping of harvests, the ripening of fruits, and the splendor of the reddening forests.

Among the most interesting routes for the pedestrian in the Middle States may be mentioned: The valley of the Hudson River, from New York to Hudson, or even to Albany; the romantic Highland region, extending S. W. from West Point by the Ramapo Valley and into the lake-strewn hills of New Jersey; the Catskill Mts., whose picturesque cloves and stately peaks are much frequented by artists and trout-fishers; the W. shore of Lakes George and Champlain; the upper Delaware Valley, from the Water Gap to Port Jervis. The road from Sag Harbor to Montauk Point affords a short walk through a primitive region beyond railroads, and with naught to attract the attention but the neighboring sea. The lake region of Northern New York is traversed by small boats exclusively; but the Adirondack Mts. afford good walking-ground, with poor inns and rugged roads, but abounding in fine scenery. The Keene Valley, Elizabethtown, and Schroon Lake districts are among the best in this section, and parties of pedestrians would do well to engage local guides ($2–3 a day). The Maryland Glades afford pleasant scenery, and are visited by sportsmen and trout-fishers.

IV. Hotels.

The hotels of the United States will certainly bear comparison with those of any other country. The European plan has been adopted in many of them, while in many others it is used in combination with the American plan, — $4 to $5 per day at the more fashionable houses, $2.50 to $4 per day at the comfortable hotels of the smaller cities, and $1.50 to $2.50 per day in the smaller houses in the rural districts, are the charges which cover all ordinary requirements. No costly array of sundries and extras is attached to the bill, and the practice of feeing the servants has never obtained to any great extent, nor has it been found necessary.

V. Round-Trip Excursions.

During the summer and early fall the railroad companies prepare lists of excursion-tickets at greatly reduced prices. Information and lists of these routes may be obtained from the central offices in New York and Philadelphia (either by personal application or by letter).

VI. Climate and Dress.

The climate of the Middle States is subject to sudden and severe changes, from heat to cold or from cold to heat. The summers are usually hotter and the winters colder than in England, and during the latter season great falls of snow are frequent. The summer sun is often fatal in its power, and long exposure to its vertical rays should be avoided. At the same time warm clothing should be kept at hand, and woollen, or at least heavy cotton, underclothing should be worn, in order to guard against the sudden changes which are so frequent.

VII. Miscellaneous Notes.

Passports are of no use in the United States in time of peace.

The examination of luggage at the Canadian frontier and at the ocean-ports is usually very lenient, and conducted in a courteous manner.

Traffic is made easy from the fact that fixed charges exist in the shops, and the tiresome processes of chaffing and beating down are unnecessary.

There are no professional guides in the Middle States (except at Niagara Falls and among the Adirondack Mts. and lakes), but the people are prompt and willing to answer all civilly put questions. Gentlemen from abroad will remember that there is here, especially in the country, no class of self-recognized peasantry, and that a haughty question or order will often provoke a reply couched in all "the native rudeness of the Saxon tongue."

NEW YORK.

1. City Hall ..... C. 7.
2. Court House ..... C. 7.
3. Post Office ..... D. 7.
4. New Post Office ..... C. 7.
5. Custom House ..... D. 8.
6. Sub-Treasury ..... D. 7.
7. Castle Garden ..... C. 8.
8. Tombs ..... D. 7.
9. Cooper Institute ..... D. 7.
10. Y. M. C. Association ..... C. 6.
11. Acad. of Design ..... C. 3.
12. Gallery of Fine Arts ..... D. 4.
13. Reservoir ..... C. 2-3.
14. Bellevue Hospital ..... E. 5.
15. St. Luke's ..... C. 1.
16. Inst. for the Blind ..... B. 2.
17. Five Points Mission ..... D. 7.
18. R. C. Orph. Asylum ..... E. 2.
19. Woman's Hospital ..... D. 6.
20. Astor Library ..... D. 7.
21. University of N. Y. ..... C. 5.
22. Columbia College ..... C. 1.
23. College of N. Y. ..... D. 3.
24. Gen. Theolog. Sem. ..... B. 4.
25. Washington Market ..... C. 7.
26. Fulton " ..... D. 7.

CHURCHES.

27. Trinity ..... C. 8.
28. St. Paul's ..... C. 7.
29. New Cathedral ..... C. 3.
30. Grace ..... B. 4.
31. Christ ..... C. 2.
32. St. Thomas' ..... C. 4.
33. Transfiguration ..... C. 7.
34. St. Alban ..... D. 2.
35. Temple Emanuel ..... C. 4.
36. St. Paul Meth. ..... D. 3.
37. Ersk. (Free) ..... C. 3.
38. St. George Epis. ..... D. 4.
39. All Souls (Univ.) ..... D. 2.
40. Messiah ..... C. 2.
41. 4th Univ. (Presb'n) ..... C. 2.
42. St. Patrick ..... D. 5.

HOTELS.

43. Fifth Avenue ..... C. 3.
44. St. Nicholas ..... C. 4.
45. Grand Central ..... D. 3.
46. Metropolitan ..... D. 3.
47. Grand Union ..... D. 3.
48. Windsor ..... C. 4.
49. Astor ..... C. 7.
50. Gilsey ..... C. 3.
51. Hoffman ..... C. 3.
52. Everett ..... C. 4.
53. Grand ..... C. 3.
53. Westminster ..... D. 4.

THEATRES.

54. Opera House ..... B. 3.
55. Acad. of Music ..... D. 4.
56. Booth's ..... C. 3.
57. Wallack's ..... D. 4.
58. Niblo's ..... D. 3.
59. Steinway Hall ..... D. 4.

DEPOTS.

60. Grand Central ..... C. 2.
61. Hudson River R. R. ..... B. 3.
62. Long Island R. R. ..... F. 2.
63. Mor. & Essex R. R. ..... A. 5.
64. Erie ..... A. 6.
65. For the South ..... A. 7.
66. Central (N. J.) R. R. ..... B. 8.

SQUARES.

67. Washington ..... C. 5.
68. Tompkins ..... E. 4-5.
69. Union ..... C. 4.
70. Madison ..... C. 3.

71. Colosseum ..... C. 2.
72. Hippodrome ..... C. 3.

BROOKLYN.

73. City Hall ..... F. 8.
74. Court House ..... F. 8.
75. Post Office ..... F. 8.
76. Mercantile Library ..... F. 8.
77. Acad. of Music ..... F. 8.

CHURCHES.

78. Pilgrim's ..... F. 8.
79. Plymouth (Beecher's) ..... E. 8.
80. Holy Trinity ..... F. 8.
81. St. Ann's ..... F. 8.
82. Our Saviour (Unit.) ..... F. 8.

MIDDLE-STATES HANDBOOK.

1. New York City.

Arrival from the Sea. — The American coast is generally first sighted at the line o. the Navesink Highlands, or off Fire Island Light; and the vessel soon passes the Sandy Hook fort and light-houses, off which the outer bar is crossed and the Lower Bay is entered. The shores of Long and Staten Islands approach each other on the N.; Raritan Bay is seen opening to the W., and the low shores o. Coney Island are on the r. The quarantine buildings are passed on the l. The steamer now enters the Narrows, with ponderous fortifications on either side, — Forts Hamilton and Lafayette on the r., Forts Richmond and Tompkins on the l. Within this embattled gateway from the sea the steamer ascends the harbor, with New York and Jersey City in front and Brooklyn on the r. Ships of war, tall Indiamen, fleets of coasting vessels, the unwieldy ferry-boats and swift steam-tugs occupy the waters; and the steamer moves up slowly to her pier on the North River. The examination of baggage by the custom-house officers is always conducted with a courtesy and lenity proportioned to the facilities which the traveller affords to the examining officers. Foreign money is not current in New York, but may be exchanged at the offices on Wall and Broad Sts., where are the banking-houses which cash circular notes and letters of credit.

Arrival by the Sound Steamers. — The piers (27, 28, 33, and 40) are all on the North or Hudson River, between Murray and Watts Sts., W. of Broadway. The New Haven, Harlem, and Hudson River Railroads terminate at the Grand Central Depot, whence horse-cars and stages depart for the central and lower parts of the city. The Erie, Oswego Midland, Pennsylvania, Delaware, Lackawanna and Western, and N. J. Central Railroads terminate at Jersey City, and ferry-boats leave for N. Y. on the arrival of trains.

Baggage. — Agents of the express and transfer companies pass through the trains as they approach New York, exclaiming, "Checks for baggage." If the traveller wishes his baggage delivered at a hotel, residence, or another railroad station, he surrenders his check (or checks) to the agent, who gives a receipt therefor and writes the address in his book. The express company then becomes responsible for the safe delivery of the baggage. The charge for delivering 1 piece to any point in the city below 50th St. is 40–50c.; to Brooklyn, 50–60c.; to Jersey City, 75c.; to Yorkville and Harlem, $0.75–1.00. Travellers about to leave New York or Brooklyn can have their baggage checked from their house or hotel to its ultimate destination by buying their railroad tickets and leaving their orders at the express office.

Hotels. — The *Windsor, a new, lofty, and elegant house on upper Fifth Ave. (corner of 46th St.), $5 a day; the *Fifth Avenue, a vast marble building on Madison Square, $5 a day; the *St. Nicholas, a marble building on Broadway and Spring St., patronized by Western men; the *Metropolitan, a stately brownstone building at Broadway and Prince St., visited by army officers and railroad chiefs, $4 a day; the Hoffman House, an aristocratic resort on Madison Square, European plan; the *Grand Central, an 8-story building on Broadway, facing Bond St., $3–4 a day. The *Grand Hotel (corner Broadway and 31st St.) and the Gilsey House (Broadway and 29th St.) are the finest European-plan hotels in America. These immense hotels are amply supplied with all the luxuries of modern American civilization, and are unexcelled in the world. The St. Cloud is a fine up-town hotel at Broadway and 42d St.; the Grand Union (Park Ave. and 41st St.) is conveniently situated for passengers arriving by late trains from New

England and the North; the Winchester is at Broadway and 31st St.; the Sturtevant is at Broadway and 28th St. The Marlborough (6th Ave. and 38th St.) and the Hotel Royal (6th Ave. and 40th St.) are quiet hotels on the W. side. The Ashland, Putnam, and Washington are inexpensive houses on 4th Ave. above 23d St. The lofty Stevens House (Broadway and 27th St.), the Hotel Branting (Madison Ave. and 58th St.), the Haight House, and others in the upper part of the city, are *hôtels garnis*, with expensive *suites* of furnished rooms. On and near Madison Square are also the St. James, Broadway and 26th St.; the Coleman, Broadway and 27th St.; the finely situated and aristocratic Hotel Brunswick, 5th Ave. and 26th St.; the Albemarle, Broadway and 24th St.; the St. Germain, Broadway and 22d St. The *Rossmore is a new and stately house (Broadway and 42d St.); the *Buckingham is a superb family hotel, at 5th Ave. and 50th St.; and the Gramercy-Park House has 3–400 boarders.

On and near Union Square are the Union Place, Broadway and 14th St.; the Union Square, 4th Ave. and 15th St.; the Westmoreland and the *Everett, 4th Ave. and 17th St.; the *Clarendon (patronized by English tourists), 4th Ave. and 18th St.; the *Westminster, a fire-proof building, Irving Place and 16th St., European plan; the Belvedere, Irving Place and 15th St.; the Spingler. Farther down Broadway is the Irving House, corner of 12th St.; the St. Denis, opposite Grace Church, frequented by foreign tourists; and several neat and respectable hotels on the European plan. The Brevoort, on 5th Ave. and 8th St., is much visited by Englishmen; the Glenham is at 5th Ave. and 20th St. (European); the Sinclair is at 754 Broadway; and the Prescott, on Broadway and Spring St., is a fine house. The Brandreth House, at Broadway and Canal St., is on the European plan, and is much visited by merchants. Earle's Hotel, corner of Canal and Centre Sts., charges $3 a day.

The *Astor House is a famous old European-plan hotel, opposite the new Post-Office. Near the City Hall Park are French's, Leggett's, Sweeney's, the Park, and the Cosmopolitan. In Cortlandt St., farther down town, are the Merchants', the National, and French's New Hotel, frequented by business men. The United States is a large hotel near the Fulton Ferry; and the Stevens House is on Broadway, near the Battery. Rooms may be obtained at the European-plan hotels at from $1 to $3 a day, with meals *à la carte* in the house or elsewhere. The Grand, Gilsey, and others of the more elegant houses, charge from $2 a day upward for a bachelor's room. For a tourist who is to make but a short visit to New York, these houses will be found more convenient than those on the American plan. There are about 150 other hotels of all grades; and in the up-town streets are many comfortable and comparatively inexpensive boarding-houses ($8–15 a week).

Restaurants. — *Delmonico's, corner 5th Ave. and 26th St., the best in America (with branch establishments down town, near the corner of Broadway and Cedar St., 2 S. William St., and on Broad near Wall St.); the *Café Brunswick, famous for evening dinners, 223 5th Ave. Parker's, on Broadway near 34th St., is frequented by ladies; also Bigot's, 14th St., near Broadway; Geyer's, 734 and 736 Broadway, is a large and favorite restaurant; Solari, corner of University Place and 11th St., prepares elaborate late dinners. Iauch (864 Broadway) and Bergman (corner Broadway and 27th St.) keep ladies' restaurants, which are much frequented; Maillard (621 Broadway) is famous for bonbons and chocolate; Arnaud (815 Broadway) keeps fine French candies; and Purssell's (910 Broadway) is a favorite lunch-saloon for the up-town ladies. Lucetti's (1383 Broadway) and Rudolph's (162 and 411 Broadway) are attractive; and Martinelli (49 3d Ave.) has the Italian *cuisine*, and is visited by many artists. At 39 Park Row, Leggett's Hotel, 14 Cortlandt St., and numerous other places down town, are large eating-houses for merchants and clerks.

The cafés and restaurants attached to the large hotels on the European plan are generally well kept, and are much visited by ladies. The Astor House has one of the best of these. Oysters may be found in every variety in the small saloons in Fulton Market (the "Saddle Rocks" of Dorlon's house are considered the best). New England dishes are served at Payson's, on Cortlandt near Greenwich St.

Reading Rooms. — In all the chief hotels (for guests); Y. M. C. Association, corner 4th Ave. and 23d St., also at 85 Hudson St., 473 Grand St., and 285 Bleecker St. Astor Library, Lafayette Place, open 9½–5; City Library, City

Hall, open free to all, 10–4; * Cooper Institute, corner 4th Ave. and 7th St., open from 8 A. M. to 10 P. M.; Woman's Library, open 9–4 ($1.50 a year).

Post-Office, corner Park Row and Broadway, open continuously except Sundays, when it is open only between 9 and 11 A. M. There are also 20 sub post-offices in the city, called "Stations," and alphabetically designated. Letters may be mailed in the lamp-post boxes (of which there are 700), whence they are collected 9 times daily by the gray-uniformed letter-carriers.

Baths are found in all the large hotels; N. Y. Turkish Bath establishment, 13 Laight St., near St. John's Park; Turkish Baths also at 39–41 W. 26th St.; Russian vapor-baths at 25 E. 14th St. and on W. 24th St.; Turkish, Sun, and Electric baths, corner Lexington Ave. and 25th St. Turko-Russian and other varieties of baths are given at the Gibson Building, 13th St. and Broadway, with luxurious and costly equipments and appointments.

Consuls. — Great Britain, 17 Broadway; France, 4 Bowling Green; German Empire, 2 Bowling Green; Austria, 33 Broadway; Russia, 52 Exchange Pl.; Italy, 7 Broadway; Spain, 29 Broadway; Brazil, 13 Broadway.

Theatres. — The * Academy of Music (E. 14th St., near Union Square), with a brilliant auditorium decorated in crimson and gold, — the home of the Italian opera in New York; * Wallack's (Broadway, near 13th St.), with a well-adapted stock company, devoted principally to legitimate comedy; * Booth's (23d St., near 6th Ave.), the most elegant theatre in America, chiefly used for standard tragedy; the * Grand Opera House (corner of 8th Ave. and 23d St.), a superb hall, devoted to dramatic and spectacular representations. Daly's Fifth Avenue (28th St., near 5th Ave.) and the Union Square (14th St., near Broadway) are small, but elegant and fashionable theatres. Niblo's Garden (Broadway, near Prince St.) exhibits brilliant spectacular plays; the Olympic (Broadway, near Houston St.) is a vaudeville and novelties theatre; Wood's Museum (Broadway and 30th St.); the new Lyceum Theatre. The theatre audiences at the Saturday matinées are mostly composed of ladies, who go in walking-dress and without escort.

The Eagle Theatre is devoted to varieties and miscellaneous entertainments (at Broadway and 32d St.). The Lyceum Theatre (6th Ave. and 14th St.) gives opera bouffe and French plays. The Germania is in Tammany Hall (E. 14th St.) and exhibits German dramas. The Park Theatre is on Broadway, near 21st St.; the Globe is on Broadway, near Astor Place; and the Tivoli is on 8th St., between 2d and 3d Aves. The San Francisco Minstrels exhibit at Broadway and 29th St. Gilmore's concerts are to be held also in the Hippodrome (4th Ave. and 26th St.).

The Bowery and the Stadt Theatres are nearly opposite each other (on the Bowery, between Bayard and Canal Sts.), and produce German plays and operas. There are several respectable minor theatres on Broadway and near Union Square. The best negro minstrel entertainments are at the Twenty-Third St. Theatre, and at Tony Pastor's Opera House (585 Broadway).

Amusements. — *Classic music*, oratorios, and concerts are given in Steinway Hall (14th St., near Union Square) and the new Chickering Hall (5th Ave. and 18th St.). Fine military and waltz music is rendered by Gilmore's Band, at the armory of the 22d Regiment (14th St. and 6th Ave.). During the summer orchestral music of the highest order (conducted hitherto by Theodore Thomas) is given at the Central Park Garden (corner 7th Ave. and 59th St.; admission, 50c.). The Atlantic Garden adjoins the Bowery Theatre, and is a great hall where, at evening, 2–3,000 Germans drink beer and smoke pipes with their families, and listen to well-executed vocal and orchestral music. There are numerous other beer-gardens, of lower grades, in the Bowery; and in the upper part of the city, near the rivers, are large concert-groves, where the Germans flock in crowds during the summer. The music is generally good; but the beer of New York is very inferior in quality. The cellar concert-saloons on Broadway and elsewhere should be carefully avoided, for they are both disreputable and dangerous, and many a stranger has there been deprived of money and honor and even of life.

Lectures on various subjects, and public readings, at Chickering Hall, Steinway Hall, Association Hall (4th Ave. and 23d St.), Apollo Hall, and Cooper Institute (4th Ave. and 8th St.). The great popular meetings relative to social or political issues are generally held at the Cooper Institute. *The Pilgrim*, an allegory, is shown at Bain Hall, on Lafayette Place.

Museums.—The *Metropolitan Museum, Central Park, near 82d Street, has, besides a large picture-gallery, the Cesnola Collection of Egyptian, Greek, and Phœnician antiquities from the buried cities of Cyprus; modern statuary; articles of vertu; and mediæval MSS. and curiosities (open on Mondays free; on other days 25c. admission). The American Museum of Natural History, at the Central Park (5th Ave. and 64th St.), has large collections of stuffed birds and animals, minerals, fossils, etc.; and a zoological garden containing many rare animals and birds (admission free, except on Monday and Tuesday, when tickets may be obtained at the office of the Department of Public Parks, 36 Union Square). The N. Y. Historical Society (corner of 2d Ave. and 11th St.) has a valuable picture-gallery, and collections of Assyrian, Egyptian, and American antiquities. The Lyceum of Natural History (14th St., near 4th Ave.) is open to the public. Wood's Museum (Broadway and 30th St.) contains many of the old collections of Barnum's Museum, and may be seen on the payment of a small entrance-fee. The Anatomical Museum, and other special collections on Broadway, are of interest to students.

Athletic Sports. — Horse-races at Jerome Park, the most aristocratic race-course in America, largely attended by the *élite* of New York. It is reached by the Harlem R. R., and is 1½ M. from Fordham. Also at Fleetwood Park, ½ M. beyond Macomb's Dam Bridge, on the Harlem River; and at the Prospect Park and Deerfoot tracks, near Brooklyn, and reached by horse-cars from Fulton Ferry. *Base-ball* at the Capitoline and the Union grounds in Brooklyn, reached by horse-cars from Fulton Ferry (the Union grounds are also gained from the Roosevelt St. Ferry). Thousands of spectators witness the exciting match-games between the professional clubs. *Cricket* is often played on the Capitoline grounds. *Scottish games* are celebrated at Jones's Wood and other suburban groves. *Skating* is a popular winter amusement, and its favorite localities are the lakes in Central Park and Prospect Park (Brooklyn). When the ice is firm and smooth enough to allow of skating, the horse-cars that run from the lower parts of the cities to the Parks bear a small white flag on which a colored ball is depicted. Skates may be hired at the rustic cottages near the lakes. *The regattas*, annual and special, of the yacht-clubs are generally held in the Lower Bay, and are full of interest to those who like aquatic sports. *Rifle-practice* is done by the volunteer troops at the new Creedmoor Range, on Long Island (on the Central R. R. of L. I.).

Art Collections. — *Metropolitan Museum, in the Central Park, open Mondays free, other days 25c.; *Academy of Design, 23d St. and 4th Ave., entrance, 25c.; Gallery of the N. Y. Historical Society, 2d Ave. and 11th St. There are usually many fine pictures in the sales-galleries of Goupil, 5th Ave. and 22d St.; Avery, 5th Ave., opposite Delmonico's (very elegant cabinets); Schaus, 749 Broadway; Leavitt Art Rooms, 817 Broadway; Somerville Art Gallery, 82 5th Ave.; and Snedicor, 146 5th Ave. There are many artists' studios in the Y. M. C. A. building, 4th Ave. and 23d St.; the Kurtz Art Building, on Madison Ave. (headquarters of "The Palette" Club); the University, Washington Square; the Somerville Building, 5th Ave. and 14th St.; and the Studio Building, 51 W. 10th St. There are several large and valuable private galleries, which are open only to persons who are properly accredited and introduced. The usual mode of securing an entrance to these galleries is by sending a letter (with card enclosed) to their owners. The best private galleries are those of A. T. Stewart, M. O. Roberts, John Hoey, James Lenox, Lucius Tuckerman, Robert L. Stewart, and John Wolfe (who has Bougereau's masterpiece).

Festivals. — New Year's Day is the greatest day of the New York calendar, and the ladies of the middle and upper classes then hold elaborate receptions. The church festivals, Christmas, the Carnival season, and others, are growing in importance and universality of observance. Thanksgiving Day (late in November) is a Puritan exotic, and is marked here by fine dinners and family reunions. The great religious societies hold their annual reunions in May, and they are largely attended by Christians from all over the country. The 1st of May is a noisy, bustling, and ill-tempered day in New York, for it is the great moving-day, when many thousands change their domiciles. Evacuation Day (Nov. 25th) commemorates the departure of the British army in 1783, and is usually celebrated by a parade. The national festivals, the Fourth of July and Washington's Birthday (Feb. 22d), are devoted to military displays, and the former is made noisy by artillery salutes and fireworks. Decoration Day (May 30th) is observed by the relatives and comrades of the soldiers who fell in the Secession War. The thousands of soldiers'

graves in the cemeteries around the city are visited and adorned with flowers amid impressive ceremonies. St. Patrick's Day and the Battle of the Boyne are commemorated by great processions of Irishmen, sometimes terminating in widespread and fatal riots.

Churches. — The Sunday services most visited by strangers are those of Trinity Church (Broadway, facing Wall St.), with its cathedral choral service and anthems; Christ Church (5th Ave. and 35th St.; richly ornamented), and St. Albans (Lexington Ave. and 47th St.), ritualistic services; Ascension (5th Ave. and 10th St.); St. George (E. 16th St.), low-church Episcopalian. The Roman Catholic Cathedral of St. Patrick is at the corner of Mott and Prince Sts.; and St. Stephen's (149 E. 28th St.) is famed for its impressive musical services. The Presbyterian churches of Dr. John Hall (5th Ave. and 55th St.) and the Brick Church (5th Ave. and 37th St.) are largely attended; also the Congregational Tabernacle (Broadway and 34th St.); the Methodist Church of St. Paul (4th Ave. and 22d St.); the Reformed Dutch Collegiate Church (Lafayette Place); the Unitarian Churches of All Souls (Dr. Bellows; 4th Ave. and 20th St.) and of the Messiah (Park Ave. and 34th St.); the Universalist Church of the Divine Paternity (Dr. Chapin; 5th Ave. and 45th St.), and Our Saviour (57th, near 8th Ave.); the Swedenborgian (Rev. Chauncey Giles; 114 E. 35th St.); the Church of the Disciples (Rev. ; Madison Ave. and 45th St.); the Moravian (Lexington Ave. and 30th St.); the Church of the Strangers (Dr. Deems; Waverley Place); and the Russo-Greek Church (2d Ave., near 50th St.). The Sabbath (Saturday) services of the Jewish Temple Emanuel are remarkable and impressive. The newspapers on Saturdays give lists of the time, location, and character of the principal services of the ensuing Sunday. In Brooklyn are the churches of Henry Ward Beecher (Orange St., near Hicks); De Witt Talmage (Schermerhorn St., near Nevins); St. Ann-on-the-Heights (Dr. Schenck; Clinton St.); Holy Trinity (with fine music; corner Clinton and Montague Sts.); Dr. Cuyler (Lafayette Ave. and Oxford); the Pilgrims (Dr. Storrs; Remsen and Henry Sts.); Dr. Scudder (Hancock St., near Fulton Ave.); the Clinton-Ave. Congregational (late Dr. Budington's); the Classon-Ave. Presbyterian (late Dr. Duryea's); Hanson-Place Baptist; Dr. Putnam's (Unitarian; Pierrepont St.).

Carriages. — For 1 passenger for a distance of 1 M. or less, $1; 2 passengers, $1.50. In 1876 the Aldermen passed a shameful law (over the Mayor's veto) allowing hackmen to charge $1 per mile for passengers taken from the depots or piers. No extra charge is allowed for 1 trunk, box, or valise; children between 2 and 14 years of age pay half price. A tariff of fares is (or should be) hung in every carriage, but the drivers frequently attempt to extort undue sums from their passengers. In such cases, since the hackmen of New York are the most ruffianly of their class in the world, an instant appeal should be made to the first policeman who may be seen. Questions of disagreement as to distance, time, or price must be settled at the Mayor's office (City Hall). The principal hotels have carriages in waiting, by which travellers may be conveyed to various points at prices designated on cards that are displayed in the hotel offices (the rates are higher than those of the public carriages).

Omnibuses (called "stages") (1) from Fulton Ferry, by Fulton St., Broadway, University Place, 13th St., and 5th Ave., to 42d St., returning over the same route; (2) from South Ferry, by Broadway, 23d St., and 9th Ave., to 30th St., returning the same way; (3) from South Ferry, by Broadway and 4th Ave., to 32d St.; (4) from South Ferry, by Broadway and 14th St. to Avenue A; (5) from South Ferry, by Broadway, to the Erie Railway Ferry on 23d St.; (6) from Wall St. Ferry, by Wall, Broadway, 23d, and Madison Ave., to 40th St.; (7) from Jersey City Ferry (Cortlandt St.) by Broadway, Bleecker St., Bowery, and 2d St. to Houston St. Ferry. The omnibuses are cleaner and less crowded than the horse-cars, and are used by a better class of people. The fare (usually 10c.) is posted up inside.

Horse-Cars. — The fare on most of the lines is 5c. (1) Astor House to Central Park, by Barclay, Church, and Greene Sts. and 7th Ave.; (2) Astor House to Central Park, by Vesey, W. Broadway, Varick, and 6th Ave.; (3) Astor House to Central Park, by Canal and Hudson Sts., and 8th Ave.; (4) Astor House to Manhattanville, by Vesey, Church, W. Broadway, and 8th Ave.; (5) Astor House to Hunter's Point Ferry, by Park Row, Centre, Grand, Bowery, 4th Ave., 32d, and 34th Sts.; (6) Astor House to 34th St. Ferry, by Chatham St., E. Broadway,

Avenues B and A, and 1st Ave. ; (7) Astor House to 86th St., by Centre, Bowery, 4th, and Madison Aves. ; (8) corner Broadway and Canal St. to 43d St., by Varick St. and 6th Ave. ; (9) corner Broadway and Canal St. to Central Park, by Canal, Hudson, and 8th Ave. ; (10) corner Broadway and Ann St. through Chatham, E. Broadway, Avenues B and A ; (11) corner Broadway and Broome St. to Central Park, by 7th Ave. ; (12) corner Broadway and Fulton to 54th St., by Greenwich St. and 9th Ave. ; (13) Peck Slip to Harlem (128th St.), by Oliver St., Bowery, and 2d Ave. ; (14) South Ferry to Central Park, by West St. and 10th Ave. ; (15) South Ferry to Central Park, by the East River Ferries, 1st Ave., and 59th St.; (16) Fulton Ferry to 10th Ave., by Centre and Bleecker Sts. ; (17) Grand St. Ferry to Desbrosses St. Ferry, by Grand and Vestry Sts. ; (18) Grand St. Ferry to Cortlandt St. Ferry ; (19) Grand St. Ferry to 42d St. (Weehawken) Ferry ; (20) corner of Chambers and West Sts. to Grand Central Depot. The *Elevated Railway* runs from the Battery to 59th St., on Greenwich St. and 9th Ave. The track is supported by iron pillars; the cars are luxurious, and are drawn by small locomotives; and the stations are at Liberty, Franklin, Canal, Houston, 12th, 21st, 30th, 34th, 42d, and 59th Sts.

Ferries. — To Astoria, from 92d St., and from Peck Slip ; to Blackwell's Island, from foot of 26th St., E. R. (fare, 20c.). To Long Island City (Hunter's Point), from James Slip, half-hourly (fare, 6c.), and from foot of 34th St., every 7 minutes. To Brooklyn, from foot of 10th and of 23d St. to Greenpoint ; from Houston St. to Grand St. (Williamsburg) ; from Grand St., N. Y., to Grand St. and S. 7th St. ; from Roosevelt St. to S. 7th St. ; from Jackson St. to Hudson St. (Navy-Yard) ; from Catharine St. to Main St. ; from Fulton St., N. Y., to Fulton St. (the most important of the ferries) ; from Wall St. to Montague St. ; from Whitehall St. to Atlantic Ave ; from Whitehall to Hamilton Ave. To Bay Ridge, from foot of Wall St., 8–10 times daily (fare, 15c.). To Staten Island, boats by either line hourly ; from Whitehall St. to Tompkinsville, Stapleton, and Vanderbilt's Landing (fare, 10c.) ; from Pier 19, N. R. (near Cortlandt St.) to New Brighton, Sailors' Snug Harbor, W. Brighton, Port Richmond, and Elm Park (fare, 12c.). To Jersey City, from Liberty St. to N. J. Central R. R., every 20 minutes ; from Cortlandt St. to Montgomery St. (and terminus of R. R. to Philadelphia and the South) ; from Desbrosses St. to Montgomery St. ; from Chambers and from 23d Sts. to Long Dock or Pavonia (Erie R. R. terminus). To Hoboken, from foot of Barclay St. and foot of Christopher St. ; to Bull's Ferry and Fort Lee, from Pier 43 (fare, 15c.) ; from foot of 42d St. to Weehawken, every 40 minutes (fare, 12c.). There are 16 ferry lines in the E. River and 10 in the N. River, carrying 85,000,000 passengers annually, and making a net profit of over $1,000,000.

Railroads. — On Long Island, the South Side R. R. to Islip and Patchogue, by ferries from foot of Roosevelt and Grand Sts. to the station at Williamsburg (see Route 4) ; the Long Island R. R. to Sag Harbor and Greenport, by ferries from James Slip and 34th St. to the station at Hunter's Point (Route 5) ; the Flushing & North Side R. R. by ferry from James Slip to the station at Hunter's Point. To Boston by New Haven and Springfield, or by the Shore Line (see Osgood's *New England*), from the Grand Central Depot, 4th Ave. and 42d St. ; to Chatham, Albany, and Rutland, by the Harlem R. R., from the Grand Central Depot ; to Albany and the N. and W., by the N. Y. Central and Hudson River R. R., from the Grand Central Depot. To Oswego, by the Midland R. R., by ferries from Cortlandt and Desbrosses Sts. to the station in Jersey City ; to Buffalo and the W., by the Erie Railway from foot of Chambers and of 23d Sts. to station in Jersey City ; to Easton, by the Delaware, Lackawanna and Western R. R. (Morris & Essex), by ferries from Barclay and Christopher Sts. ; to Easton and the W. by the N. J. Central R. R., by ferry from the foot of Liberty St. ; to Philadelphia, Baltimore, and Washington, by the Penn. R. R., by ferries from the foot of Desbrosses and of Cortlandt Sts. ; to Long Branch and the N. J. coast by the N. J. Southern R. R., by steamers from Pier 8, N. R. to Sandy Hook ; to Newark, by ferry from the foot of Liberty St. To the Staten Island R. R., by ferry from Whitehall.

Steamships. — *Transatlantic lines* — for Queenstown and Liverpool, the Cunard (fares, $130, $100, $80, and $30) and White Star lines, 3 vessels weekly from Jersey City, cabin fare $80 gold, steerage $33 ; Inman Line, Pier 45, N. R., cabin $75 gold, steerage $28 ; Liverpool and Great Western, Pier 46, N. R., fares $80 and $30 ; National Line, Pier 47, N. R., fares $75, $65, and $28. For Glasgow,

Anchor Line, Pier 20, N. R., fares $75, $65, and $28. For London, Piers 44 and 52, and 3, N. R. For Belfast and Glasgow, State Line, Pier 37, N. R. For Havre, Gen. Transatlantic Co., Pier 50, N. R., fares $125 and $75. For Hamburg, Hamburg-American Line, Hoboken, fares $120, $72, $30; Eagle Line, Hoboken (to Plymouth, Cherbourg, and Hamburg). For Southampton and Bremen, N. German Lloyds, Hoboken, fares $120, $72, $40. For Stettin, Baltic Lloyds, Pier 13, N. R., fares $80 and $30; for Antwerp; for the Mediterranean ports. *West Indian lines* — for Havana, Atlantic Mail Line, every Thursday, from Pier 4, N. R., fare $70 (to Nassau, $50); for Havana and Vera Cruz, every ten days, from Pier 3, N. R., fare $65, to Vera Cruz, $100 gold; for Bermuda, from Pier 9, E. R., fare $30. For St. Thomas and Brazil, from Pier 33, N. R., the 23d of each month; to St. Thomas $100, Para $150, Rio Janeiro $225. From Pier 42, N. R., the Pacific Steamship Company sends vessels the 15th and 30th of each month to Kingston, Jamaica (fares $75 and $35); to Aspinwall ($100 and $41); connecting for Panama ($125 and $66) and San Francisco ($150 and $60). *The American coast* — for Key West and Galveston, weekly, from Pier 20, E. R.; fares to Key West, cabin $40, steerage $25, to Galveston, $65 and $35. For New Orleans, Merchants' Line, Pier 12, N. R., every Saturday at 3; Cromwell Line, every Saturday, from Pier 9, E. R.; Southern Line, Pier 21, E. R.; fares on either line, cabin $50, steerage $25. For Fernandina and the Florida ports, from Pier 29, N. R. For Savannah, Atlantic Line, Thursdays, Pier 36, N. R.; Black Star Line, Saturdays, Pier 13, N. R.; Empire Line, Saturdays, Pier 8, N. R.; Murray's Line, Thursdays (3 P. M.), Pier 16, E. R.; fares on either line, cabin $20, steerage $10. For Charleston, Pier 5, N. R., Tues., Thurs., and Sat. at 3 P. M., fares $20 and $12; for Norfolk ($10) and Richmond ($12), from Pier 37, N. R, Tues., Thurs., and Sat.; for Newbern, tri-monthly, Pier 16, E. R.; for Washington and Alexandria, semi-weekly, Pier 29, E. R.; for Philadelphia, tri-weekly, Piers 33 and 34, E. R.; for New Bedford, semi-weekly, Pier 13, E. R.; for Boston (outside), Pier 14, N. R.; for Portland, semi-weekly, Pier 38, E. R.

Coastwise and river lines. — *The Hudson* — Day boats leave Pier 39, N. R., at 8.30 A. M., for Yonkers, Tarrytown, West Point, Cornwall, Newburgh, Poughkeepsie, Rhinebeck, Catskill, Hudson, Tivoli, Albany, and Troy (fare, $2; meals extra); the evening boats for Albany and Troy leave Piers 41, 43, and 44, N. R. at 6 P. M. (Saturdays excepted). The *Mary Powell* leaves Pier 39, N. R., at 3.30 P. M., for Cozzens', West Point, Cornwall, Newburgh, Milton, Poughkeepsie, and Rondout. The *Chrystenah* leaves Pier 34, N. R. at 3 45 P. M., for Yonkers, Irvington, Tarrytown, Nyack, Grassy and Verplanck's Points. Steamers from Pier 34, N. R. at 4 P. M., to Cozzens', Cornwall, Newburgh, Poughkeepsie, and Esopus; and from Pier 43, N. R. at 4.30 P. M., to Cold Spring, Cornwall, Haverstraw, Newburgh, and New Hamburg. Other river boats leave Piers 34, 35, 49, and 51, N. R. daily. — *The harbor and East River* — to Bergen Point, Mariner's Harbor, and Elizabethport at 11 A. M. and 4.30 P. M., from Pier 14, N. R. (fare, 20c.); to Keyport, N. J., daily at 4 P. M., from Pier 26, N. R.; to Long Branch, 4 times daily (in summer) from Pier 8, N. R.; to Perth Amboy and landings on Staten Island Sound, daily at 3 P. M., from Pier 13, N. R.; to Newark from Pier 26, N. R., at 10.30 and 4.30; to Red Bank and the N. J. Highlands, daily, from Pier 35, N. R.; to S. Amboy; to Staten Island, hourly, from Whitehall and Pier 19, N. R.; to Bay Ridge from Wall St. Ferry; to Coney Island from Pier 1, E. R., at 9, 12, and 3 o'clock; to Astoria and Harlem, 16 trips daily from Peck Slip; to Morrisania and Harlem, 9 trips daily, from Pier 22, E. R. *Long Island Sound* -- to Flushing, College Point, and Unionport, from Pier 22, E. R.; to Glen Cove, Glenwood, Great Neck, Whitestone, Sand's Point, and Roslyn, from Pier 24, E. R., at 4 P. M.; to Glen Cove, Sands' Point, Whitestone, Sea Cliff, and Great Neck, from Pier 26, E. R., at 5 P. M.; to Huntington, Cold Spring, and Oyster Bay, from Pier 37, E. R., at 4 P. M.; to Greenport, New Suffolk, Sag Harbor, and Orient, from Pier 4, N. R., at 5 P. M.; to Greenwich, Stamford, and Norwalk, every afternoon, from Pier 37, E. R.; to Bridgeport, at 11.30 and 4; and from Pier 35, E. R., at noon and midnight (fare, $1); to New Haven, at 3.15 and 11, from Pier 37, E. R. (fare, $1.25); to Middletown and Hartford, from Pier 24, E. R., at 4 P. M. (fare, $1.50); to New London (and Boston) and Norwich, from Pier 40, N. R., at 5 P. M.; to Stonington (and Boston), from Pier 33, N. R., at 5 P. M.; to Newport, Fall River (and Boston), from Pier 28, N. R., at 5 P. M. (earlier in winter); to Providence, from Pier 27, N. R., at 5 P. M.

New York City, the commercial metropolis of the United States and the chief city of the Western Hemisphere, is situated on Manhattan Island, at the mouth of the Hudson River, in latitude 40° 42′ 43″ N. and longitude 3° 1′ 13″ E. from Washington. The island is 13½ M. long and from ½ M. to 2½ M. wide (containing 22 square M.), and is bounded on the W. by the Hudson (or North) River, on the E. by the East River, and on the N. by the Harlem River and Spuyten Duyvil Creek, while its S. end looks out on the Bay of New York and is 17 M. from the open sea. The S. part of the island consists of alluvial deposits, but low rocky ridges are found along the centre and extend N. to the cliffs of Washington Heights. The city extends in compact lines for 5–6 M. N. of the Battery, and the district above the densely settled streets is studded with villas and parks, public and charitable buildings, and market-gardens. The upper part of the island, and the rural towns of Westchester County which were recently annexed to New York, are comparatively thinly inhabited, by reason of their distance from the business part of the city. Schemes of viaduct railways and underground tunnels are now in various stages of development, and are designed to afford a means of rapid transit up and down the island. The grand avenue called Broadway runs from the Battery to the Central Park, beyond which the broad and costly Boulevard leads to the upper end of the island. The city is laid out somewhat irregularly from the Battery to Union Square (2½ M.), but beyond that point straight parallel streets extend from river to river. These streets are numerically designated; are called East or West from the point where 5th Ave. intersects them, and are each 60 ft. wide (except 14th, 23d, 34th, 42d, and several farther N., which are 100 ft. wide); 20 of these blocks (as from 14th to 34th St.) make 1 M. The numbered streets are crossed at right angles by 12 numbered avenues, 800 ft. apart and 100 ft. wide (except Madison and Lexington Aves., 75 ft. wide, and 4th Ave. above 34th St., 140 ft. wide). 3d Ave., on the E. side, and 8th Ave., on the W., are the principal highways above 14th St.; and 5th, Park, Lexington, and Madison Aves., with their connecting cross-streets, are the most fashionable quarters for residences and churches. On the E. projection of the island, beyond Tompkins Square, are avenues A, B, C, and D.

The Bay of New York is one of the most picturesque in the world, and affords a safe anchorage for the largest commercial fleets and the great vessels of the transatlantic steamship lines. About 20,000 vessels annually enter this port, and are accommodated at 75 piers on the North River, and 70 on the East River. 65 per cent of the imports and 50 per cent of the exports of the United States pass through New York. The inner harbor is entered by a deep strait called the Narrows, which is defended by the most powerful and imposing fortifications and armaments in the Western World.

The site of New York was discovered by the Florentine mariner, Verrazzani, in the year 1524. On Sept. 4, 1609, the harbor was visited by Hendrick Hudson, commanding a vessel of the Dutch East India Company, who reported it as "a very good land to fall in with, and a pleasant land to see"; and in memory of the scene of wassail and merriment that followed the meeting of the sailors and the natives, the Indians named the island Manhattan ("the place where they all got drunk"). Hudson then ascended the river since named in his honor to the site of Albany, and claimed the land by right of discovery, as an appanage of Holland. Trading expeditions soon passed from Holland to the new land, and in 1613 a fort was built on Manhattan Island. Later in that year, the colony was broken up by Argall of Virginia, with the same British fleet that had driven the Jesuits from Mt. Desert. The States-General of the United Netherlands now encouraged fresh emigrations to the contested domain; and the country received the name of the New Netherland.

In 1614 a Dutch colony came over and built houses and a fort (near the present Bowling Green), naming the place New Amsterdam, in honor of that city which had taken the foremost part in the enterprise. In 1626 arrived Peter Minuit, the first Dutch governor, who bought Manhattan Island of the Indians for $24. He was succeeded by Wouter Van Twiller (1633), William Kieft (1638), and Peter Stuyvesant (1647). In 1653 a rampart was built along Wall St., to keep out the Indians; and in 1658 the first wharves were built. In 1664, Peter Stuyvesant being Captain-General, and the place having about 1,800 inhabitants, King Charles II. of England granted all the land from the Connecticut to the Delaware River to his brother James (Duke of York and Albany, and afterwards King James II. of England). An English fleet of 4 frigates and 450 soldiers captured New Amsterdam and Fort Orange (up the Hudson), and named them respectively New York and Albany, in honor of the royal duke in whose domain they lay. At the treaty of Breda, this new conquest was confirmed to England in exchange for Surinam. A Dutch fleet retook the place in 1673; but after about a year, it was restored to the British crown. During the English Revolution Capt. Jacob Leisler seized the fort and assumed the government in the name of the Prince of Orange (King William of England). He controlled the province and city during a period of bitter political struggles and foreign invasions, but refused to acknowledge the authority of the new governor sent from England, and was arrested, tried, and executed.

In 1696 Trinity Church was founded; in 1702 the first free grammar-school was opened; in 1711 a slave-market was established in Wall St.; and in 1725 the *New York Gazette* was founded. A line of stages to Boston was started in 1732, the time of passage being 14 days. In 1741, during the excitement caused by disastrous conflagrations and the spread of the yellow fever, the so-called Negro Plot was imagined. This causeless panic was more terrible in its results than the Salem witchcraft delusion; and within 6 months 154 negroes and 20 whites were imprisoned, and 13 negroes were burned at the stake, 20 were hung, and 78 were transported. The commerce of the city increased rapidly, and its merchants made a bold and decided stand against the unjust aggressions of the British Parliament. In 1765 a Colonial Congress convened here during the Stamp Act excitement, and effigies of the governor and the Devil were burned in public. In 1770, 3,000 citizens met to organize against the new taxation, and the landing of tea was forbidden by the people. The statues of King George III. and Lord Chatham were destroyed, and the artillery of the forts was carried away into the Highlands. The American army, under Washington, occupied the city in 1776; but, after the adverse battles on Long Island and Harlem Heights, the British troops held the place for 7 years. Part of the city was burnt; part of it was turned into barracks, hospitals, and prisons; and thousands of American prisoners were confined on floating hulks in the East River. Nov. 25th, 1783 (whose anniversary is celebrated yearly as Evacuation Day), the British troops embarked, and Washington and the Governor of the State entered the city in triumph. In 1785 the first Federal Congress met here; and here, in 1789, Washington was inaugurated President. Commerce was paralyzed by the Embargo of 1810, and grass grew on the streets and wharves. The first steamboat was put on the Hudson in 1807, and the Erie Canal was completed in 1825, amid splendid celebrations throughout the State. Gas was introduced in 1825. In 1832 the Asiatic cholera carried off 4,360 persons. In 1835 a conflagration destroyed $18,000,000 worth of property, and the financial crisis of 1837 ruined thousands of merchants. Though

frequently scourged with fire and pestilence, the growth of the city was not retarded. The Croton Aqueduct was completed in 1842, at a cost of $9,000,000, since which over $30,000,000 have been spent on it, and $22,000,000 have been received for water taxes. A great fire in 1845 caused a loss of $5–7,000,000; and in 1849 and 1854 came the disastrous visitations of the cholera. New York has grown rapidly since the introduction of the railroad system, and the most remote parts of the States are reached by its lines of track. Scores of ocean-steamers and fleets of packet-ships bring in the products of all continents, and bear away full cargoes of Western grain or the manufactures of the Middle and New England States. At the outbreak of the Secession War, in 1861, the city was electrified with excitement; barracks were built on its squares; the New England regiments passed through its streets on the way South; and powerful fleets were despatched thence to land national armies before the rebellious cities of the coast. 116,382 men of New York City entered the armies of the Republic. During the Rebel invasion of Pennsylvania, when many of the N. Y. militia were at the front, great mobs of degraded foreigners and the outlaw classes arose in insurrection and occupied the city, driving back the police, sacking many stores and houses, and killing every negro or U. S. soldier whom they met (under pretence of resisting the drafting for the army). The reign of terror continued for several days, until the local regiments and a body of veteran troops were hurried back into the city, and by an unsparing use of bayonet and grape-shot, drove the marauders into their dens.

The population of New York City has increased from 1,000 in 1656 to 4,937 in 1698, 10,664 in 1737, 21,862 in 1771, 60,489 in 1800, 123,706 in 1820, 312,710 in 1840, 515,847 in 1850, 812,869 in 1860, and 1,021,000 in 1875; of whom 201,999 were Irish, 151,222 Germans, 24,432 English, 13,075 negroes, 8,267 French, 7,554 Scotch, 4,338 Canadians, 2,790 Italians, 2,392 Poles, 2,169 Swiss, 1,569 Swedes, 1,293 Cubans, 1,257 Dutch, 1,139 Russians, 682 Danes, 587 Welsh, 464 Spaniards, 373 Norwegians, 328 Belgians, 213 S. Americans, 115 Chinese, 64 Mexicans, and 38 Turks. There are but two larger cities (London and Paris) in Christendom; and if the population of the adjacent municipalities of Brooklyn and Jersey City are added to that of New York, it is the sixth city in the world. It is estimated that there are 1,500,000 persons in New York at noon on every secular day. The assessed valuation of the real and personal estate of the city in 1875 was $1,100,943,690; and its taxes (exclusive of national) for 1870 amounted to $25,303,866. In 1870 there arrived at this port 14,587 vessels from the American coast, and 4,688 vessels from foreign ports. Of the latter (and of all classes larger than schooners) 1,621 were British, 1,245 American, 313 German, 98 Norwegian, 86 Italian, 36 French, 30 Dutch, 30 Danish, 22 Swedish, 18 each of Spanish and Portuguese, 16 Austrian, and 8 Russian. In the same year there were received here, 1,000,000 tons of ice, 2,831,036 head of live stock, 1,592,403 boxes of cheese, 24,000 tons of wool, 75,000 tons of coffee, 19,000 tons of tea, 256,000 tons of sugar, 22,000,000 gallons of molasses, and $109,498,523 worth of dry-goods; and there were exported 87,000,000 gallons of petroleum, 328,000 bales of cotton, and vast amounts of breadstuffs and provisions. In 1873 the exports were $348,905,066; the imports, $398,565,836 (on which were paid duties amounting to $115,516,935). In 1870 there were 54 national banks, with a capital of $74,435,000 and resources of $375,152,000; 25 State banks, with a capital of $13,940,850; and 32 savings-banks, with resources amounting to $113,804,067. In 1876 there were 370 churches, valued at $43,000,000, and accommodating 308,500 persons. Of these, 72 were Episcopal, 52 Presbyterian, 50 Methodist, 41 Catholic, 31 Baptist, 21 Reformed Dutch, 27 Hebrew, and 18 Lutheran. In 1875 there were in the public schools and colleges 3,365 teachers, and 277,310 pupils (in actual attendance). Over 10,000,000 strangers visit New York yearly. In 1870 there were 1,250 fatal accidents and 112 suicides. In the same year there were 6,848 drinking-saloons in N. Y., at which $38–50,000,000 were spent. The fire-brigade has 37 steam-engines, 15 ladder-trucks, and about 600 men. There are 460 M. of streets, 340 M. of Croton water-pipes, 275 M. of sewers, 10,000 gas-lights, 1,000 horse-cars (on 125 M. of street tracks), 267 omnibuses, 40,000 horses, 2,400 policemen, and 13,000 disciplined militia.

The Battery is a park at the S. end of Manhattan Island, adorned with large trees and verdant lawns, and fronted by a sea-wall of massive masonry. From the esplanade are obtained admirable * views of the Bay, with the Hudson River debouching on the r. and the East River on the l. The populous heights of Brooklyn are to the E., with *Governor's Island* nearer at hand, on which the high walls of Castle William are seen, with the embankments of the less imposing but more powerful Fort Columbus, a star-fort mounting 120 heavy cannon. Farther down the harbor are Ellis and Bedloe's Islands, on which are Forts Gibson and Wood.

The curious round structure on the Battery was built for a fortress ("Castle Clinton") in 1807, was ceded to the city in 1823, and was the scene of the civic receptions of the Marquis de Lafayette, Gen. Jackson, President Tyler, and others. It then became an opera-house, where Jenny Lind, Sontag, Parodi, Jullien, Mario, etc., made their appearance.

The building is now used as a depot for immigrants, who are received here from their ships, are given aid, information, and protection from sharpers, and are despatched to their chosen homes in the West. This is the chief receiving and distributing reservoir of the great tide of immigration from Europe. The total of the alien immigration to the U. S. between 1847 and 1870 was 4,297,985 persons; of whom 1,664,009 were Irish, 1,636,254 Germans, 539,668 English, 111,238 Scotch, 77,200 French, 65,607 Swiss, 64,538 Swedes, 28,347 Hollanders, 23,834 Welsh, and 19,757 Norwegians. In 1871–73, there arrived at N. Y. 792,121 foreign immigrants; and since 1783 over 9,000,000 have entered the Republic, mostly by this port.

From **Whitehall**, on the E. of the Battery, start the Staten Island, Bay Ridge, Governor's Island, South, and Hamilton (Brooklyn) Ferries, and boatmen may be engaged here for trips in the harbor. Several omnibus and horse-car routes converge at Whitehall (on which, corner of Pearl St., is the large building of the Corn Exchange). From this point *South St.* follows the East River shore for over 2 M., passing the ferries to the Long Island cities, and the piers at which lie hundreds of stately packet and clipper ships and humbler coasting-vessels. **Bowling Green**, the cradle of New York, is just N. of the Battery. Near by Fort Amsterdam was built in 1635, and in 1770 an equestrian statue of King George III. (of gilded lead) was set up on the Green. In 1776 the statue was overthrown by the people, and taken to Litchfield, Conn., where it was melted into bullets for the Continental army. *West St.* runs N. along the Hudson River shore for over 2 M. from the Battery, passing the piers of hundreds of steamers and the ferries to the New Jersey shore. (The Hudson is often called the North River, a name given by the early Dutch colonists to distinguish it from the Delaware River, which they called the South River.) The house No. 1 Broadway was built in 1760, and has served as the head-quarters of Lord Howe, Gen. Clinton, Lord Cornwallis, and Gen. Washington. Talleyrand once lived in this house, and Fulton died alongside it. Benedict Arnold lived at No. 5 Broadway, and Gen. Gage had his head-quarters at No. 11.

A short distance above the Green is * **Trinity Church**, a noble Gothic building of brown-stone, with a steeple 284 ft. high. The interior is 192 ft. long and 60 ft. high, with a deep chancel lighted by a superb window, and with massive columns separating the nave from the aisles. The church is open all the week, and the ascent of the spire (308 steps; fee, 12½c.) should be made for the sake of the view from the top. To the E. is Long Island Sound and the hills of Connecticut; on the S. is the noble harbor, with its fleets and fortified islands and the fair villages of Staten Island in the distance; to the W., across the Hudson, are Jersey City, Bergen, Newark, and Elizabeth, and the blue hills of Orange; and up river from Jersey City are Hoboken and Weehawken, with the Palisades and the distant blue Highlands in the N. The thronged and brilliant Broadway runs N. E. for 2 M., to Grace Church, and the great mass of the city is seen on either hand, while the course of the East River may be followed by Flushing and Astoria, to Brooklyn, beyond which are the groves of Prospect Park and Greenwood. Directly below is the crowded Wall St., along whose line ran the walls of New Amsterdam. There is a large and venerable graveyard about the church, in which are buried Alexander Hamilton, Capt. Lawrence (of the Chesapeake), Albert Gallatin, Robert Fulton, and other noted men, and the unfortunate Charlotte Temple; while in one corner is a stately Gothic monument to the patriots who died in the British prisons at N. Y. during the Revolution. The Trinity Parish is the oldest in the city, and the first church on the present site was built in 1696. In 1705 Queen Anne gave it a fine communion service (still preserved) and also a large tract of land on Manhattan Island, which has since so increased in value that this church is the richest in America (worth about $9,000,000), and spends immense sums annually in benefactions among the poor of New York, besides supporting a considerable body of clergy and a choir which is unsurpassed in the country. There are morning and evening prayers daily in the church (9 A. M. and 3 P. M.), with imposing choral services on Sunday. The chime of bells in the steeple is the finest in America.

Wall St. runs from Trinity Church to the shores of East River, and is the resort of bankers and brokers, and the financial centre of the Republic. The stately * **U. S. Sub-Treasury** is on the corner of Wall and Nassau Sts., on the site of the hall where Washington was inaugurated first President of the U. S. (1789). It is built in partial imitation of the Parthenon at Athens, with Doric colonnades and a classic pediment, and a lofty interior rotunda, supported by 16 Corinthian columns. It is of Massachusetts marble (with granite roof), and took 8 years in building, costing $2,000,000 (visitors admitted, 10–3 o'clock). In this vicinity the chief American banking-houses are located; and opposite is the superb Drexel building (built in the Renaissance style, at a cost of $700,000). Broad

St., the home of speculators and brokers, leads S. from the Treasury (at No. 10 is the Stock Exchange); and to the N. runs the narrow and busy Nassau St., on which (2 squares distant) is a quaint old edifice, which was built in 1723–26, for the Middle Dutch Church. It was used during the Revolution as a prison for Americans and a riding-school for British cavalrymen; but was reoccupied by the church society from 1784 until 1844, when it was secularized, and was used for the post-office from 1861 until 1875. In the steeple of this church Franklin developed his theories of electricity. On Wall St., below the Treasury, is the ***U. S. Custom House**, a massive building of Quincy granite, which was built in 1835 for the Merchants' Exchange, at a cost of $1,800,000. It is 200 by 171 ft., and has a portico of 18 Ionic columns, while a dome 124 ft. high overarches a rotunda which is 80 ft. in diameter, and is surrounded by 8 Corinthian columns of Italian marble (open to visitors, 10–3 o'clock). The Bank of New York is opposite the Custom House, and just below is Pearl St., the seat of a heavy wholesale trade in cotton and other staples. A ferry runs from the foot of Wall St. to Montague St., Brooklyn. Returning to Broadway, the stately buildings of the Bank of the Republic, the Metropolitan Bank, the *Equitable Life Ins. Co. (137 ft. high), the Western Union Telegraph Co. (ten stories high), and other corporations are passed. John St. (to the E.) leads to the oldest Methodist Church in America (built in 1768); and on William St., near John St., Washington Irving was born. Fulton St. turns off by the *Evening Post's* immense building, and leads to **Fulton Ferry,** passing an active business quarter and the Fulton Market. *St. Paul's Church* (Epis.), on the W. side of Broadway, was built in 1766, and has a statue of St. Paul on its pediment, with a mural tablet in the front wall over the remains of Gen. Montgomery. Opposite the church are the floridly ornamented Park Bank and the extensive and elegant *Herald Building* (both of marble), occupying the site of Barnum's Museum (burned in 1865). The long and unadorned granite front of the *Astor House* comes next, on the l. side of Broadway, with Vesey St. diverging to the l. to the great *Washington Market*, whose rude and unsightly sheds are filled with a rare display of the fruits and vegetables, meats and fish, of the adjacent districts. This is the chief of the 11 markets of the city, and should be seen early on Saturday morning. Park Row stretches obliquely to the r., from the Astor House to **Printing-House Square,** where there is a bronze statue of Benjamin Franklin. This vicinity is one of the great intellectual centres of America, and here are seen the offices of the *Herald, Times, Tribune, World, Sun, Evening Mail, Telegram, News, Express, Day Book*, and *Journal* (all dailies, besides a great number of weekly papers). The lofty and symmetrical granite building of the *Staats Zeitung* (a German daily) is seen to the N., and the new *Tribune Building* rises loftily on the E. of the

square. It is nine stories (150 ft.) high, with a tower 285 ft. above the foundations, and is also completely fire-proof. The *Christian Union*, *Independent*, *Home Journal*, and *Daily Graphic* are published in Park Place. By turning from Printing-House Square down Frankfort St., Franklin Square is reached, with the vast publishing-house of the Harpers.

Nassau St. runs S. from Printing-House Square to Wall St., passing the old Post-Office. It is a narrow, close street between lofty buildings, and is usually crowded with hurrying business men. The buildings are occupied by thousands of small offices; the periodical and cheap novel trade is largely centred here; in the cellars vast collections of old books are exposed for sale; and near Wall St. are several wealthy banking-houses. *Chatham St.*, the prolongation of Park Row, runs to the N. E. to Chatham Square, and is a narrow and dirty street, lined with dilapidated buildings, which are the homes of Jew tradesmen, old-clothes dealers, pawnbrokers, and low concert-saloons. From Chatham Square, unclean, crowded, and repulsive streets diverge on all sides; and a short distance to the W. are the gloomy purlieus of the Five Points. Running N. from Chatham Square is the **Bowery**, a broad and crowded thoroughfare which conducts, in 1 M., to the Cooper Institute. Although near Broadway, and nearly parallel with it, the Bowery forms a complete antithesis to that splendid thoroughfare. It is the avenue of the lower classes, and is lined with beer and concert saloons, shooting-galleries, policy-shops, lodging-houses, pawnbrokers, Jew merchants, and cheap retail shops, many of which are kept open on Sunday. The population here is cosmopolitan and unassimilated, consisting principally of Germans, and many of the signs are in German. Since the dismissal of the volunteer fire-department, the up-town march of business, and the new police system, the Bowery has greatly improved, and the ruffian bands of the "Bowery Boys" and "Dead Rabbits" no longer wage sanguinary war upon each other and the city guardians.

At the S. end of the City Hall Park, and opposite the Astor House, is the new ***U. S. Post-Office**, an immense and stately granite building, with lofty Louvre domes and a frontage (on the 4 sides) of 1,080 ft. The architecture is Doric and Renaissance (in those peculiar forms which Supervising Architect Mullett has used in all the new national buildings), and the front is adorned with 20 statues. The granite columns and blocks were cut and carved ready for their places at the Dix Island Quarries (Maine), and the building is incombustible. The lower floors are for the Post-Office (with a public corridor 600 ft. long and 25 ft. wide); the upper floors are for the U. S. Courts; and twelve elevators keep up vertical communication. The building was occupied in 1875, and probably cost $7,000,000. The **City Hall** is N. of the Post-Office, and is a

fine building of Massachusetts marble, 216 by 105 ft., with Ionic, Corinthian, and Composite pilasters lining its front. It has a graceful clock-tower, which is illuminated at night. The Governor's room contains many portraits of New York worthies, painted by various American artists, and the table on which Washington wrote his first message to Congress; the chairs of the first Congress and of Washington are preserved in the Alderman's and Mayor's rooms; and the Library is open all day. The City Hall was built 1803–10, and cost $700,000. N. of this edifice is the new **Court House,** a massive marble building in Corinthian architecture, 250 by 150 ft., and completely fire-proof.

The Court House was founded in 1861, and the cost of its construction was estimated at $800,000; but the infamous Tammany Ring gained control in the city (in 1869–70–71), and drew from the treasury over $12,000,000 on its account. $5,691,144 was received by J. H. Ingersoll (now in Sing Sing Prison) for furniture and repairs at the Court House and militia armories; and $2,905,464 was paid to A. J. Garvey for plastering and painting the same. The Tammany Ring (so called from Tammany Hall, the Democratic head-quarters) consisted of a number of unscrupulous men, ignorant and low-born, who got into power in the municipal government during a season of general apathy among the voters of the city. Having made their positions secure by heavily bribing the State Legislature and all other corrective powers, they entered upon a career of open plundering and unblushing theft, presenting "an example of criminal abuse of public trust without parallel in the history of the world." The Court House was a mine of wealth to the Ring, and in its present incomplete condition (a lofty and graceful dome is to be added) has cost as much as the Houses of Parliament at London, or the Capitol at Washington. The authorities attempted to suppress the freedom of speech and the liberties of the press, and during their rule the government of the city cost $30,000,000 a year. In July, 1871, a dissension arose in the Ring, and one of its members made a public statement of the robberies. The newspapers turned their immense power against the corrupt powers; the citizens arose and appointed a committee of 70; the Democratic leaders of the old school repudiated their unprincipled partisans; and at the ensuing elections the Ring was overwhelmingly defeated. Some of its members fled before the storm of popular wrath; the rest were tried before the civil courts. A few escaped, bearing an ineffaceable stigma; and others were sentenced to years of penal servitude in the State prisons. Wm. M. Tweed, the "Boss" of the Ring (formerly a chairmaker's apprentice and foreman of a company of ruffianly firemen), made $15–20,000,000 out of the plunder; and was sentenced (in 1873) to 12 years' imprisonment in the penitentiary. He has since died in prison. "Not an official implicated in these infamies has had the virtue to commit suicide."

Opposite the Court House is the great marble building devoted to A. T. Stewart's wholesale trade (shawls, silks, and dry-goods), standing on the site of a British fort of 1776–83. Passing up Broadway, with immense and costly buildings on either side, and similarly lined streets running off to the r. and l., the brilliant windows, the throngs on the side-walks, and the roar of the street cause constant surprise. At the corner of Pearl and Elm Sts. is the printing-house of Frank Leslie. On the r. is the "Bloody Sixth" Ward (bounded by Broadway, Canal, Bowery, and Chatham Sts.), with its dense and dangerous population, its filth, poverty, and crime. Leonard St. diverges to the r. to the city prison, called the *Tombs,* a granite building in the form of a hollow square, 200 by 252 ft. It is massively built in the gloomiest and heaviest form of

Egyptian architecture, and is usually crowded with criminals. In the interior of the quadrangle is the place of executions. A short distance beyond, at the intersection of Baxter, Park, and Worth Sts., is the *Five Points,* formerly the most terrible locality in the city and Republic, but now somewhat improved by the aggressions of religious missions. In this vicinity are the crowded and reeking tenements, the narrow and filthy alleys, the unspeakable corruption and utter depravity, of the slums of the Empire City. It is well to be accompanied by a policeman during a visit to this district, both to insure personal safety and to learn minute details (late evening is the best time).

The Five Points Mission (founded in 1850, "to provide food and clothing for the poor, to provide for destitute children, and to furnish temporary shelter and aid to the homeless") is at 61 Park St., and clothes and educates 450 children. The Five Points House of Industry (155 Worth St.) was founded in 1854, and has furnished over 5,000,000 meals, lodges 90,000 yearly, and supports 400 children and 40 homeless women yearly. The Howard Mission (40 New Bowery) is on the verge of slums that reek with appalling degradation, and is doing a noble philanthropic work. Near Baxter St. is the Chinese quarter, inhabited by quiet and industrious Celestials, with a plurality of Irish wives.

Advancing up Broadway, Walker St. is seen leading to the l. to the Hudson River R. R. freight depot, whose W. front is adorned by the largest bronze groups in the world (emblematic of Vanderbilt's career). The ancient Chapel of St. John fronts on the depot, which was built on St. John's Park. Passing now up Broadway by the superb white marble building (in Ionic architecture, costing $1,000,000) of the N. Y. Life Insurance Co., and the tall Brandreth House, the broad thoroughfare of Canal St. is crossed. At 472 Broadway, near Grand St., is the Apprentices' Library (48,000 volumes). Lord and Taylor's vast wholesale store, the St. Nicholas Hotel, Appleton's brilliantly adorned bookstore, and Ball, Black, & Co.'s jewelry store, are seen on the l.; with the Prescott and Metropolitan Hotels and several theatres on the r.

Prince St. leads to the E. to the *Cathedral of St. Patrick,* a large plain building which dates from 1815, and has in its graveyard a monument "*A la memoire de Pierre Landais, Ancien Contre-Amiral des Etats Unis, Qui disparut Juin* 1818." Beyond the Olympic Theatre, Broadway is crossed by *Bleecker St.,* the Latin quarter of N. Y., and "the head-quarters of Bohemianism"; near which (at 300 Mulberry St.) is the *Police Head-quarters,* from which telegraphic wires run to all parts of the city. There are about 2,400 policemen, of whom 700 are on duty by day, and 1,400 patrol the streets at night. They are armed with clubs and revolvers; are carefully drilled in infantry tactics; and have always proved brave and resolute in the presence of danger. The Broadway squad is composed of men chosen from the whole force on account of their superior stature and fine appearance. Close by the Police Head-quarters is Harry Hill's dance-house, a dangerous resort of the disreputable classes. Near the corner of Amity and Greene Sts. is the *Midnight Mission,* a charitable reformatory institution which has achieved great results for good in one of the worst parts of the city.

The second side street to the l. beyond the lofty Grand Central Hotel leads to Washington Square, a pleasant park of 9½ acres, laid out on the old Potter's Field, where over 100,000 bodies are buried in trenches. On

the E. side is the *University of the City of New York*, a fine marble building 200 ft. long, in English collegiate architecture, with a large Gothic window lighting the chapel. The University was founded in 1831, and has schools of art, medicine, law, civil engineering, and chemistry, with about 50 professors and teachers, and from 500 to 600 students. Alongside the University is a handsome stone church of the Methodists. On E. Washington Pl. was the home of Cornelius Vanderbilt, the railroad king, who was born on Staten Island in 1794, and operated in the steamboat trade for 40 years. He then turned his attention to railroads, and accumulated $40,000,000. Above the Grand Central Hotel, Astor Place leads off obliquely to the r. to the *Mercantile Library*, a circulating library of about 160,000 volumes (with 8 branches in adjacent cities), which has a reading-room containing 452 periodicals (open 9 A. M. to 10 P. M. ; $5 a year ; strangers admitted to read on introduction from members). This library is in Clinton Hall, the first opera-house in N. Y. Here occurred the fatal riots between the people and the patricians, during Macready's performances, when the military fired upon the mob and killed many persons. Close by (on the S.), in Lafayette Place, is the * **Astor Library**, occupying 2 lofty halls in a large Romanesque building. The library was endowed by John Jacob Astor with $400,000, and has over 150,000 volumes, besides rare old books and considerable departments in the European languages (open to the public from 9 to 5 o'clock). Adjoining the library lived the late Wm. B. Astor, the richest citizen of the U. S., — a plain, cold, hard-working man, who was worth $60 – 100,000,000. The *Bible House* (at the end of Astor Place) is an immense structure, 6 stories high, covering ¾ of an acre, with 728 ft. frontage, and containing 600 operatives. It belongs to the American Bible Society, and besides the vast number of Bibles issued from its presses, there are 13 religious and philanthropic papers published in the building. Since 1817 this Society has received nearly $6,000,000, and has issued 10,000,000 Bibles and Testaments in 24 languages, besides granting $500,000 to missionary stations. Several powerful religious organizations are domiciled in the Bible House. Opposite this point is the * **Cooper Institute**, a large brown-stone building which occupies an entire square, and was founded by Peter Cooper, a wealthy and philanthropic iron manufacturer of N. Y. (born in 1791, and still living). It has a great library and reading-room, with courses of lectures and special studies (designing, telegraphy, etc., for women), nearly all of which are free to the public. In this building are the rooms of the American Institute and the American Geographical Society. Just S. of the Institute is the iron building of the Tompkins Market, over which is the armory of the wealthy and aristocratic 7th Regiment of the National Guard of the State of N. Y., a thoroughly disciplined *corps* of citizen-soldiers.

Down 7th St. to the E. is *Tompkins Square*, an open ground of 10½ acres, used for the parades of the militia and police, and a favorite breathing-place for the workingmen who live in the vicinity. Here occurred the conflict between the communists and the police, in 1873. Between Tompkins Square and the Bowery is the densely populated 17th Ward, with 2,395 tenement-houses, and 95,087 inhabitants, on ½ M. square. Near Tompkins Square (3d St., near Ave. A) is the Church of the Most Holy Redeemer (German Catholic), with a spire 265 ft. high.

Stuyvesant Place leads N. E. from the Cooper Institute, passing the ancient Church of St. Mark ("in the Bowerie"), which has the tombs of the Dutch Captain-General Stuyvesant (died in 1682), the British Governor Sloughter, and the American Governor Tompkins. At the end of the place is the yellow sandstone building of the N. Y. Historical Society.

It is to be regretted that, on account of some trifling depredations, the fine collections of this Society are closed against the people (except such as can get a ticket from a member). The Abbott collection of Egyptian antiquities was gathered by Dr. Abbott during a residence of 20 years in Cairo, and includes 1,118 specimens, among which are ornaments, amulets, and statuettes in gold, silver, bronze, porcelain, alabaster, marble, ivory, and glass; weapons, papyri, and mummies; 3 great mummied bulls; the head of a colossal statue of the Pharaoh of the Exodus; the armor of King Shishak, captor of Jerusalem in 971 B. C.; strawless bricks of the Hebrew captivity; the gold signet-ring of King Cheops, builder of the great Pyramid, in the year 2352 B. C.; and the golden jewelry of Menes, the first king named in history (2771 B. C.). The Lenox collection of Nineveh sculptures includes 13 pieces, representing the mystical figures of the old Assyrian theology. The *Gallery of Art* has 607 pictures, including 10 portraits by A. B. Durand, 11 by Jarvis, 4 by Elliott, 8 (Indians) by St. Memin, 3 each by Hicks, Huntington, and Osgood; 13 pictures by Flagg, and examples of Cranch, Ingham, Trumbull, Mount, the Peales, Stuart, Gignoux, Sully, Vanderlyn, Copley, Benjamin West, and Page. Among other works of Thomas Cole is the celebrated series called "The Course of Empire." Of the old masters there are (of the Flemish School) by Wouvermans 4 pictures, by Van der Velde 4, by Terburg 3, by Jan Both 4, by Van Bloemen 3, by Teniers the Younger 7, by Weenix, Snyders, Steen, Ruysdael, Rembrandt, Van Ostade, Neefs, Mabuse, Hemling, Van Eyck, Douw, Cuyp, Brouwer, Berghem, Phillipe de Champagne, Quintin Matsys, Van Dyck (3 pictures), and Rubens (5). Of the German School, by Valkenburg, Schoen, Holbein (2), Durer, Denner, and Lucas Cranach (2). Of the French School, 5 by Nicholas Poussin, 3 by Guaspre Poussin, 4 of the school of Claude Lorraine, 2 Courtois, 2 Mignard, 4 Joseph Vernet, 2 Horace Vernet, 3 Decamps, 2 Boucher, 7 Watteau, 6 by J. B. Greuze, and examples of Prud'hon, Tourniere, Le Sueur, Chardin, and Rigaud. Of the English School, by Gainsborough, Lawrence, West, Sir Joshua Reynolds, and Hogarth. Of the Spanish School, 5 by Diego Velasquez, and 4 by MURILLO. Of the School of Italy, 3 by Giottino, 2 Gaddi, 2 Memmi, Cimabue, Bordone; 2 by Leonardo da Vinci, 2 Giorgione, and originals by Uccello, Castagno, Botticelli, Perugino, RAPHAEL, Ferrari, Fra Bartolomeo, TITIAN, Tintoretto, Zucco, Veronese, Del Piombo, and Andrea del Sarto; 2 by Mantegna, 2 by Correggio, 3 by Annibale Caracci, and examples by Romano, Luini, Bronzini, Domenichino, Guido, Gentileschi, Sassoferrato, Canaletto, and the schools of Carlo Dolci and Salvator Rosa. There are about 60 busts and pieces of statuary, by Brown, Greenough, Houdon, Chantrey, Palmer, Clevenger, Mills, Ives, Ball, Launitz, and the Crawford marbles.

Returning to Broadway and passing N., the dry-goods store of A. T. Stewart & Co. is seen on the r. (corner of 9th St.), with its 5 stories of iron and glass, and 15 acres of flooring. It is the largest store in the world, and its sales average $ 60,000 a day. There are about 2,000 employees in the building, and the salesrooms extend through 3 stories (the third being devoted to carpets). * **Grace Church** and Rectory are now seen on the r.,

and are costly marble buildings in florid Gothic architecture. The lofty and graceful spire is much admired; and the interior of the church, with 40 stained windows, light columns, arches, and carvings, has a theatrical splendor. At this point Broadway bends to the l., — passes the St. Denis and St. Germain Hotels, and the Methodist Book Concern (whose lower floor is occupied by James McCreery's elegant dry-goods store), — and enters Union Square between the lofty building of the Domestic Sewing-Machine Co. and Wallack's and the Union Square Theatres. **Union Square** contains a pleasant oval park 3½ acres in extent, with green lawns and shrubbery, and a population of English sparrows (imported by the city to exterminate the worms on the trees). Although formerly the most fashionable residence-quarter, the Square is now lined with fine hotels and stores. On the E. is a colossal equestrian *statue of Washington, which is much admired; and on the W. is a bronze statue of Lincoln. The palatial jewelry store of Tiffany & Co. is on the corner of W. 15th St.; and on the next square is Brentano's "literary head-quarters" (foreign magazines and papers). Farther up Broadway are the great dry-goods stores of Arnold, Constable, & Co. (corner of 19th St.) and Lord & Taylor (corner of 20th St.).

14th St. runs E. from Union Square by Steinway Hall, the Academy of Music, Grace Church Chapel, and Tammany Hall (the head-quarters of the Democratic party in N. Y.); and to the W. it passes through a line of stores and offices. The ***Metropolitan Museum of Art** has been transferred to its new building in the Central Park.

The pictures by the old masters are of undoubted authenticity, and were purchased in Brussels and Paris in 1870. The gallery is entered by passing through the old conservatory and turning to the r. down a stairway. 1, Adoration of the Magi, *Van der Meire;* 2, Descent from the Cross, *Van der Weyden;* 3, *Return of the Holy Family from Egypt, *Rubens;* 4, Lions chasing Deer, *Rubens;* 5, St. Martha at Prayer, *Van Dyck;* 6, Portrait, *Van Dyck;* 7, Triumph of Bacchus, *Jordaens;* 8, *Alexander and Diogenes, *G. de Crayer;* 10, Marriage Festival, *Teniers the Younger;* 11, Italian Landscape, *Huysmans;* 13 and 14, Landscapes, *Breughel;* 15 and 16, Landscapes, *Ryckaert;* 18 and 19, Summer and Autumn, *Vinckeboons;* 23 and 130, Church Interiors, *Neefs the Younger;* 24, Pasture, *Ommeganck;* the next 9 pictures are by *Horemans;* 35, Dives, *Francken;* 36, 133, Combats of Cavalry, *Van der Meulen;* 37, Interior of Antwerp Cathedral, *Neefs;* 39, Temptation of St. Anthony, *Teniers;* 40, 41, 124, Genre pictures by *De France;* 42, Gust of Wind, *De Marne;* 43, Head of Christ, *Bouts;* 45, Old Fiddler, *J. Van Ostade;* 66, Sunset, *Van der Neer;* 47, Smoker, *A. Van Ostade;* 50, Portrait, *Terburg;* 51, Jacob and Laban, *Victors;* 52, Italian Landscape, *Both;* 53, View in Holland, *Hobbema;* 57, 58, and 59, by *Hugtenburgh;* 61, Dutch Kermesse, *Jan Steen;* 56, Italian Seaport, *Weenix;* 71, The Halt, *Wouvermans;* 73, Fauns and Nymphs Bathing, *Poelenburg;* 74, 75, 76, Hunting Scenes, *De Vries;* 80 and 81, Market Scenes, *Gael;* 83, Portrait, *Sir Peter Lely;* 94–97, Children's Games, *Albani;* 98, Portrait, *Paris Bordone;* 103, Comical March, *Pater;* 104 and 105, Game Pieces, *Oudry;* 107, 108, 115, Game, *Fyt;* 109, Banquet, *Huls;* 110, Dutch Kermesse, *Ruysdael;* 113, Jewess of Tangier, *Spanish School;* 116, Environs of Haarlem, *Van Goyen;* 118, St. John and the infant Jesus, *Jordaens;* 120, Head of a Young Girl, *Greuze;* 122, Leda, *Van der Werff;* 123, Madonna, *Sassoferrato;* 126, Portrait, *Sir Joshua Reynolds;* 127, *Jan Steen;* 129, Tippler, *Van Mieris;* 132, Sketch, *Jordaens;* 135, The Crowning with Thorns, *Tiepolo;* 138, Portrait,

Van der Helst; 139, Mythological, *W. Poussin;* 140, The Sacrifice of Abraham, *Tiepolo;* 143, Crucifixion, *Boyermans;* 144, Portrait, *Franz Hals;* 145 and 146, Venetian Views, *Guardi;* 150, Marine, and 151, View of Alkmaar, *Ruysdael;* 157, Ecce Homo, and 158, Mater Dolorosa, *Flemish School;* 162, Boar Hunting, *Hondius;* 166, Fruit, *Weenix;* 167, Fish, *Van Beyeren;* 168, Quay at Leyden, *Van der Heyden;* 170, Train-bands celebrating Peace, *Hals;* 171, Fruit, *Velasquez;* 172, Portrait, *De Vries;* 174, Conquest of the Golden Fleece, *Van Diejenbeeck.*

In 1865 Gen. di Cesnola, an Italian noble, and a soldier of America in the Secession War, was appointed U. S. Consul to Cyprus. He soon entered with ardor upon the task of opening the buried Greek and Phœnician cities of the ancient island; and in 7 years' labor amid the ruins of Citium, Idalium, Golgos, and Paphos, unearthed the present *Cesnola Collection.* The British Museum and other European collectors attempted to secure it, but the Metropolitan Museum succeeded in gaining the prize. The antiquities are more interesting in a historical and ethnological than an æsthetic point of view. The conservatory contains the statuary from the temple at Golgos, including Hercules and the high-priest of Venus, and other works, — Egyptian, Phœnician, Archaic, and later Greek. Among the other objects in the collection may be mentioned, vases of all sizes, lamps, arms, and utensils of bronze and copper, pottery, amphoræ, scarabæi, sepulchral columns, statuettes, gold and silver jewelry, gems, votive offerings, and serpentine and alabaster carvings. There are also groups of gold mortuary ornaments, and a collection of 1,672 pieces of Greek glassware from the tombs at Idalium and Citium.

The most interesting collections of the Museum are those that are left on loan by the wealthy *virtuosi* of the city. Among these are many brilliant pictures by the American masters; modern statuary; Delft, Sèvres, and porcelain wares; antique and mediæval curiosities of many kinds; carved, inlaid, and mosaic work; coins and medals, etc. Explanatory catalogues of the Cypriote collections and the old paintings are sold at the door (25c. each).

At the corner of 14th St. and 6th Ave. is the armory of the 22d Regiment; and to the S. on 6th Ave. is the Jefferson Market, near the new and costly court-house and jail of the Third District.

University Place runs S. from Union Square to the N. Y. University, passing the N. Y. Society Library (near 12th St.; founded in 1754; 64,000 volumes; closed to the public), and the Union Theological Seminary of the Presbyterian Church, with 11 professors, 117 students, and a library of 33,000 volumes.

Fourth Avenue runs N. from Union Square. 16th St. diverges to the r. to Stuyvesant Square and *St. George's Church,* a large brown-stone edifice in Romanesque architecture, with a lofty frescoed ceiling, and twin spires 245 ft. high. This is perhaps the foremost society of the Low Church Episcopalians in America, and is under the care of S. H. Tyng, D. D. Stuyvesant Square was part of the old "Bowerie" estate of the Dutch Governor Stuyvesant, and was given to the city by one of his descendants. On the corner of 2d Ave. and 13th St. is the trunk of a pear-tree which was imported by Stuyvesant from Holland, and flourished for 200 years. Farther up 4th Ave. (corner of 20th St.) is the *Church of All Souls* (Dr. Bellows; Unitarian), a singular structure in Italian architecture, with alternate courses of brick and light-colored stone. (A short distance to the r. on 20th St. is the patrician Gramercy Park.) On the next corner is the Calvary Church (Epis.), a Gothic building of brown-stone; and near by is *St. Paul's Church* (Meth.), a Romanesque edifice of white

marble. On the corner of 4th Ave. and 23d St. is the *Young Men's Christian Association Building*, a large and costly Renaissance structure of brown and Ohio stone, containing a fine library, reading-rooms, parlors, a gymnasium, and a public hall. Strangers will meet a kindly welcome here. Opposite the Y. M. C. A. is the elegant * **National Academy of Design**, built of gray and white marbles and blue-stone in the purer Gothic forms of the 12th century, with certain features copied from the best Venetian architecture. It has an imposing entrance and stairway, leading to extensive galleries, where every spring and summer are held exhibitions of hundreds of the recent works of the best American artists (admission 25c. ; season-tickets, $1).

The Suydam Collection is here on permanent deposit. Among the pictures are 7 landscapes by Suydam, 4 portraits by Huntington, 2 landscapes by McEntee, 2 portraits by Stone, 4 landscapes by Kensett, 3 by Hicks, 2 by Church, Hubbard 2, Green 2, Casilear 2, Shattuck 3, Kellogg 3, Lang 2, Hart 2, Cropsey 2, Gifford, Champney, Durand, Richards, Johnson, Dana ; Boughton 3, Lambertin 2, Frère 2, Lambdin 2, Noel, Ockel, Mignot, Guillemin, Diaz, Flamm, Achenbach, and Calame. Besides these there are several copies from antiques, and the original Marriage of St. Catherine, by Correggio (catalogues in the gallery).

E. of the Academy (on 23d St.) are the N. Y. College of Physicians and Surgeons, the Demilt Dispensary, the Ophthalmic Hospital, and the College of the City of N. Y. (corner of Lexington Ave. ; 824 students ; 16,000 vols. in library). Passing W. along 23d St., * **Madison Square** is soon reached (3 M. from the Battery), a bright and fashion-favored park of 6 acres, surrounded by club-houses and palatial hotels (Fifth Avenue, Hoffman, Brunswick, etc.), and adorned with a monument to Gen. Worth. 23d St. runs thence to the Hudson River, passing Booth's Theatre, with the imposing *Masonic Temple* on the opposite corner, and the Grand Opera House on the corner of 8th Ave. Turning to the l. from 23d St. down 9th Ave. to 20th St., there may be seen the plain stone buildings of the richly endowed and flourishing General Theological Seminary of the Episcopal Church. Broadway runs from Madison Square N. to Central Park in 2 M., passing at first through a cluster of hotels, chief among which is the picturesque Stevens House (*hotel garni*, corner of 27th St.). Beyond Wood's Museum (corner of 30th St.) and the stately Congregational Tabernacle (corner of 34th St.), a divergence to the l. leads to the Manhattan Market, which is at the foot of W. 34th St., and is the best building of the kind in the city. It was built in 1871, and cost about $1,250,000, being 800 ft. long and 200 ft. wide. The view from the tower (228 ft. high) up and down the Hudson River is highly commended. At the corner of Broadway and 52d St. are the three great palaces of the Hotels Newport, Saratoga, and Albany, French-flat houses.

From the point where Broadway reaches the Central Park (corner of 8th Ave. and 59th St.) a grand avenue called the **Boulevard,** with a parked centre and graceful curves, runs N. to the Harlem River. It is yet new, and has few houses, but is intended for the Champs Elysées of New York. At 73d St. is passed the N. Y. Orphan Asylum, an elegant Gothic building on 15 acres of ground sloping to the Hudson (200 children). At 86th St., near the Riverside Boulevard, is the House of Mercy, with its fine chapel. It was founded in 1854 by the Episcopal Church, for reforming young women, and is under the care of the Sisters of St. Mary. The Leake and Watts Orphan House is at 111th St., and accommodates 250 children. Near this point is the new Morning-side Park, close by the Bloomingdale Asylum for the Insane, which is located among pleasant gardens covering an area of 40 acres (fronting on 115th St.). The Boulevard now leads by market-gardens and rural villas to the village of *Manhattanville* (125th – 132d St.), which extends to the verge of Harlem Plains. At 129th St. and 10th Ave. is the Sheltering Arms, where 100 sick and needy children are cared for by the Episcopal Sisters of St. Mary. Here are the stately buildings of **Manhattan College,** with 694 students (in all departments) and 48 professors. It was founded by the Christian Brothers in 1853, and has 2 affiliated academies in the city, — the Manhattan Academy (W. 32d St.) and the De La Salle Institute. Near the college is the great Gothic Convent of the Sacred Heart. Manhattanville is 8½ M. from the Battery; and little more than 1 M. beyond is *Carmansville* (formerly owned by the Carman family), a collection of villas near which is the large summer-resort known as the * *Riverside Hotel,* fronting the Hudson. On 155th St. is Trinity Church Cemetery, where are buried Bishops Wainwright and Onderdonk, Philip Livingston (a signer of the Declaration of Independence), John Jacob Astor, and Audubon, the naturalist. On 143d St. are the elegant buildings of the Colored Orphan Asylum; near 151st St. is the Soldiers' Orphans' Home; and at the foot of 154th St. is Audubon Park, a collection of residences on the former grounds of the great naturalist.

Audubon, the son of a French admiral, was born at New Orleans in 1780, studied painting under David at Paris, and travelled nearly all over the U. S. for 20 years, with rifle and pencil, gathering material for "The Birds of America," — a work in 4 volumes, with 488 life-size colored plates. It was finished in 1844, and met with great success. It was called by Baron Cuvier, "the most gigantic and most magnificent monument that has ever been erected to nature." Audubon resided at this place, writing other great works, from 1839 until his death in 1851.

Carmansville is on the narrow part of the island, on the S. E. slope of Mt. Washington and near the High Bridge on Harlem River (the Indian Muscoota). Over the latter is the site of the *Morris House,* the ancient mansion of Col. Morris, who married Mary Philipse (the lady who declined Washington's attentions in 1756), and afterwards became a royalist officer. The Morris House overlooks upper N.Y., Long Island, and the Sound, the Harlem River, Astoria, and Flushing; and was the head-quarters of Washington during the disastrous campaign of Sept.,

1776. It was afterwards occupied for many years by Madame Jumel, the widow of Aaron Burr. Below Carmansville is "The Grange," the home of Alexander Hamilton, situated on a far-viewing hill, near which is a group of 13 trees, planted by Hamilton, and named after the original States; the South Carolina tree alone grew up crooked.

Near Carmansville is the Clendenning Valley, which is crossed by an aqueduct 1,950 ft. long and 50 ft. deep, with archways for 3 streets. N. of Carmansville is **Fort Washington,** the chief summit on Manhattan Island (238 ft. high), commanding a noble * view over the upper city, the Hudson, and the bold opposite heights of Fort Lee. It is now occupied by villas, and near the river is the * *West End Hotel,* a sumptuous summer hotel, with ferry to the Palisade-Mt. House. Upon these heights is the large mansion with a gilded dome, which was built by James Gordon Bennett, the founder of the "N. Y. Herald." *The Institution for the Deaf and Dumb* occupies elegant and spacious buildings in Italian architecture, surmounted by a domed tower, and is near the Kingsbridge Road (10 M. from the Battery). It is an educational establishment, with 30 teachers and 400 students (visitors admitted, 1.30–4 daily). Near 176th St. is the *N. Y. Juvenile Asylum,* with dark granite buildings in a park of 20 acres, accommodating over 500 children. It is for the reformation and protection of children under 14 years of age, and has sheltered over 13,000. The broad Kingsbridge Road runs N. to Kingsbridge (15 M. from the Battery; built in 1693 by Frederick Philipse), which crosses into the lower parts of Westchester County, recently annexed to the city of N. Y.; and roads run thence to Yonkers and Fordham. 7 bridges cross the connected tidal inlets of Spuyten Duyvil Creek and Harlem River, N. of Manhattan Island; of which 2 are for railroads, and 1 is an aqueduct. The * **High Bridge** is a structure worthy of the Roman Empire. It is 1,450 ft. long and 114 ft. high, is supported on 14 piers, and is used to carry the Croton Aqueduct across the Harlem River. It is 11 M. from the Battery (near 173d St.), is built of granite, and cost $ 900,000. In this vicinity is the *Century House,* an inn which was built about the year 1750. Above the bridge is a costly high-service reservoir and stand-pipe. The adjacent shores of the river are lofty and well wooded, and very picturesque.

Soon after the battle of Long Island, the American army marched to Kingsbridge, leaving Putnam and 4,000 men in New York City. Some cannonading was done by American batteries at Catharine Ferry and 46th St.; and on Sept. 15, Sir Henry Clinton crossed the East River with 4,000 men, and landed at 34th St. under protection of the fire of 10 frigates. The New England brigades of Parsons and Fellows gave way in confusion, and Clinton advanced skirmishing to the Incleberg (between 5th and 6th Avenues and 35th and 38th Sts.). Putnam's 4,000 men in the city were now cut off; but while the British generals dallied and rested at the Murray Hill mansion, Aaron Burr piloted Putnam up the W. side of the island to Bloomingdale. The hostile armies now confronted each other on Harlem Plains, and on the next day a sharp skirmish occurred at M'Gowan's Pass. The Americans threw up strong works on the heights, from which (Sept. 20–21) they saw the burning of New York. Unable to force these positions, Gen. Howe

menaced the line of retreat and supplies by landing large bodies of troops at New Rochelle, and Washington then retreated to Fordham and White Plains. Fort Washington was a strong work, with 20–30 cannon, situated on the highest point of Manhattan Island (between 181st and 186th St.), and garrisoned by 3,000 men. Congress had ordered that Forts Washington and Lee, with the obstructions in the Hudson between them, should be held at all hazards. But the fort was soon environed: the fleet ascended the Hudson; and on the morning of Nov. 16, 1776, a combined attack was made. The Hessians and Waldeckers stormed Cockhill Fort and Fort Tryon; Lord Percy drove the Marylanders from Manhattanville; the guards and grenadiers drove the Jerseymen from Fort George; and Stirling's 42d Highlanders landed at the foot of 152d St. and carried the redoubt above. The Hessians and Highlanders then routed the Marylanders at Trinity Church Cemetery, and at noon the Americans had all been crowded into Fort Washington. That citadel was surrendered at 1 P. M., with 2,000 Continentals and 600 militia. The Americans lost 100 killed and wounded, and the British lost nearly 1,000. Washington and his generals witnessed this battle and surrender from Fort Lee, across the Hudson. The name of the conquered fortress was changed to Fort Knyphausen, and strong lines of batteries were built by the victors along the Harlem River. To the N. extended the neutral ground of Westchester County, nearly every village and valley of which was thereafter for five years alarmed by hot skirmishes between Delancey's Loyalists and Simcoe's Queen's Rangers on the one side, and the New England and N. Y. partisans on the other.

Fort Washington is most easily reached by taking the Elevated Railway from the lower part of the city and riding to the Hudson River R. R. station at 30th St., whence 10–12 trains daily depart for Manhattanville, 152d St., Fort Washington, Spuyten Duyvil, and Tarrytown.

Fifth Avenue begins at Washington Square and runs N. to Harlem River in 6 M. For the first 3 M. (to the Central Park at 59th St.) it is lined with houses; from 59th to 110th St. it is paved with wood, and has the Park on the l., and on the r. occasional new houses on land of immense value; and from the curve around the rocky heights of Mt. Morris to the Harlem River (118th to 135th St.) it is lined with villas. Below Madison Square it is being invaded by stores and hotels; but above that point it is chiefly devoted to residences. On leaving Washington Square, the Church of the Ascension (Epis.) is passed on 10th St., and at 11th St. is the 1st Pres. Church. At the 14th St. corner is Delmonico's ("the best restaurant in the world"), and Union Square is seen to the r. At the 15th St. corner is the house of the Manhattan Club, the head-quarters of the patricians of the Democratic party in N. Y.; and to the E. on 15th St., near 4th Ave., is the house of the Century Club, which includes the leading literati and artists of the city. To the l. on 15th St. are the Italian Gothic buildings and church of the *College of St. Francis Xavier*, a Jesuit institution with 27 instructors and nearly 500 students. Here is the head-quarters of the Order of Jesus in New York, Canada, and the Indian Missions on the Lakes. At 18th St. is the ornate and beautiful building of Chickering Hall, devoted to music; and the cruciform Gothic Church of the Holy Communion (Epis.) is at the corner of 20th St. and 6th Ave. At 20th St. is the house of the wealthy Union Club; and at 21st St. is the S. Dutch Reformed Church, beyond which the avenue passes the line of superb hotels on the W. side of Madison Square and

crosses Broadway obliquely. The route from Madison Square to the Central Park by this avenue leads through the most aristocratic and splendid street in America, forming a scene of unexcelled brilliancy and beauty, especially on pleasant Sundays after morning service and late in the afternoon. At the N. E. corner of Madison Square is the Hippodrome, an immense building accommodating 20,000 people; and at the corner of E. 24th St. is Dr. Adams's Presbyterian church. In this vicinity are the houses of the Eclectic Club, 5th Ave. and 26th St.; the * Union League, Madison Ave. and 26th St.; the N. Y. Yacht Club and the American Jockey Club, Madison Ave. and 27th St.; the Travellers', 222 5th Ave.; and the Army and Navy Club, No. 8 28th St., near 5th Ave. Just off the avenue, on 25th St., is *Trinity Chapel*, an elegant edifice, which is frescoed and lined with Caen stone, has richly stained windows, and is famous for its choral services. On the corner of 27th St. is the quaint and picturesque Stevens House. 28th St. leads off to the E. to *Bellevue Hospital* and the Morgue, passing *St. Stephen's Church* (near Lexington Ave.), an unattractive building, within which is the most elegant marble altar in America, and a famous altar-picture of the Crucifixion. The church seats nearly 4,000 people, and is celebrated for its music. At the corner of 5th Ave. and 29th St. is the white granite edifice of the rich Reformed Church; and on 29th St., just E. of the avenue, is the quaint and irregular Church of the Transfiguration, which is much used for fashionable weddings, and is familiarly known as "the little church around the corner." Behind the pulpit is a large copy of Raphael's painting of the Ascension. On the corner of 34th St. is the palace of the late A. T. Stewart, which cost $2,000,000, has a large picture-gallery, and is the finest residence in America.

Stewart was born at Belfast, Ireland, in 1802, was partly educated for the ministry, came to N. Y. in 1818, was an assistant teacher, and in 1823 opened a small trimmings store. He worked 14–18 hours a day, and by energy and tact increased his business until he became the most successful merchant in the world, and was worth $30–$50,000,000. He died in April, 1876.

34th St. leads W. to the Hudson and the great Manhattan Market, passing the Congregational Tabernacle (Dr. W. M. Taylor), and the turreted and battlemented buildings of the N. Y. Institution for the Blind. At 7th Ave. and 35th St. is the massive and loopholed City Arsenal; at the corner of 9th Ave. and 31st St. are seen the spacious buildings of St. Michael's Schools; and at 9th Ave. and 36th St. is the Gothic building of the Northwestern Dispensary. E. of 5th Ave., 34th St. runs to Park Ave., on high ground which is underlaid by the 4th Ave. R. R. tracks, passing through a tunnel over which are well-arranged parks. The Unitarian *Church of the Messiah* fronts on Park Ave., and has a very elegant portal; and is near the spacious Church of the Covenant (Pres.), which is built of gray-stone in Lombardo-Gothic architecture. In this vicinity

(corner of 4th Ave. and 32d St.) is a vast and elegant iron building, erected by A. T. Stewart for a home for working-women. On the corner of 5th Ave. and 35th St. is the costly and ultra-ritualistic *Christ Church* (Epis.), with its renowned artistic music and elaborate frescos; while the plainer Brick Church (Pres.) is on the 37th St. corner. From 40th to 42d Sts. (on Murray Hill) is the **Distributing Reservoir** of the Croton Aqueduct, massively built in Egyptian architecture, 44 ft. high and 420 ft. square, with an area of 4 acres and a capacity of 23,000,000 gallons. The broad promenade on top is open to the public, and commands pleasing views. Reservoir Square is a pretty park to the W. (the former site of the Crystal Palace); and the French Catholic College of St. Louis is farther down on 42d St., beyond the St. Cloud Hotel. Opposite the Reservoir (on 5th Ave.) is the feudal building of Rutgers Female College, founded in 1838, and in 1867 made a college, with a 4 years' course and an art school. It is to be removed to Morning-side Park. Two squares to the E., on 42d St., is the ***Grand Central Depot,** the converging point of several railroads, and the finest building for the purpose in America. It is an enormous structure of brick, stone, and iron, covering 3 acres; and its W. front, 692 ft. long, in Renaissance architecture, with several Louvre domes, is said to resemble the Tuileries. Just beyond (on 42d St.) are the round towers and pointed windows of the Asylum for Cripples. The new and spacious Church of the Holy Trinity (S. H. Tyng, Jr.) is on the corner of Madison Ave. and 42d St., above which are the minaret-like towers and graceful round arches of *St. Bartholomew's Church* (Epis.), which has an interior of famed beauty. On the next corner is the singular round building of corrugated iron which is occupied by the (Cong.) Church of the Disciples. On the corner of 5th Ave. and 43d St. is the Jewish ***Temple Emanuel,** the chief of the 27 synagogues of the city, and the finest piece of Saracenic architecture in America. It has some features borrowed from the ancient Alhambra, and the interior is a dazzling picture of Oriental magnificence. At the S. E. corner of 43d St. and 5th Ave. is the former mansion of Wm. M. Tweed, the head of the Tammany Ring. On the 45th St. corner is Dr. Chapin's Universalist Church of the Divine Paternity, nearly opposite the curious front of the Episcopal Church of the Heavenly Rest. At 46th St. is the luxurious **Windsor Hotel;** and at 48th St. is the new and costly Collegiate Dutch Reformed Church.

49th St. leads off to the E. to the buildings of **Columbia College,** a venerable and wealthy institution, which was chartered (as King's College) by George II. of England in 1754. It is the oldest college in the State, and in 1849 was moved from its valuable estate in the lower part of the city to the present buildings (which were formerly occupied by the State Institution for Deaf-Mutes). The reports of 1870 showed — in the college proper, 11 professors and 147 students; in the School of Law (opposite the Astor Library), 4 professors and 204 students; in the School of Medicine (College of Physicians and Surgeons, 23d

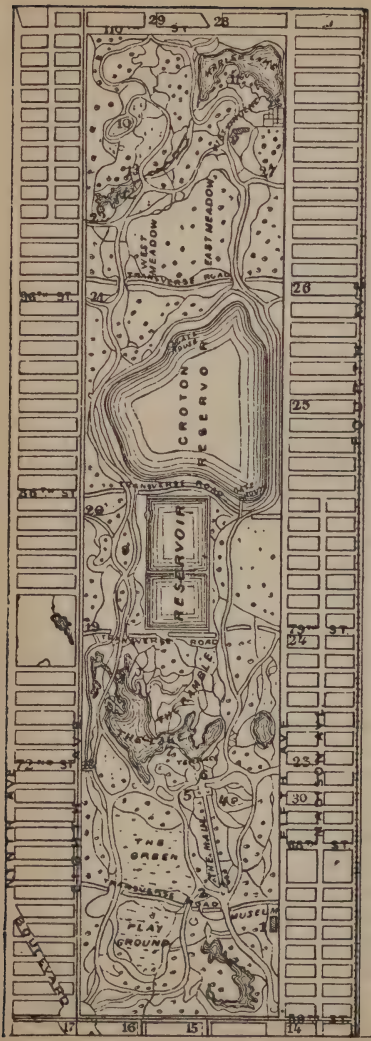
St. and 4th Ave.), 10 professors and 309 students; and in the School of Mines (a widely renowned scientific institution), 8 professors and 93 students.

The Woman's Hospital of the State of N. Y. is a handsome building at 4th Ave. and 50th St., and is the only hospital in America which is devoted to that specialty. The Child's Hospital is at Lexington Ave. and 50th St., and has buildings for a Children's Hospital, Foundling Asylum, Lying-in Asylum, and Nursery. A brilliant Charity Ball is given annually in behalf of this institution. Near the corner of 2d Ave. and 50th St. is the *Greek Church*, a building in Saracenic architecture, wherein the impressive Russo-Greek ritual is solemnized. At the corner of Lexington Ave. and 47th St. is *St. Alban's*, the most advanced Ritualistic church in America.

At the corner of 5th Avenue and 50th St. is the * **Cathedral of St. Patrick** (Cath.), which is to be the finest church in America. It was commenced in 1858, and is now nearly completed. The building occupies the highest point on the avenue, and will be a landmark for leagues. It is firmly founded on solid ledges of rock, and is built of white marble, in the decorated Gothic style of the 13th century (somewhat resembling the Cathedral of Cologne). It is 332 ft. long and 96 ft. wide (140 ft. at the transepts); and the front is to be guarded by two marble spires, each 328 feet in height, adorned with statuary, pinnacles, and rich carvings, and flanking a central gable 156 ft. high. The interior columns of marble support a high clere-story; and the lofty and elegant front portal (now complete) is worthy of close inspection. N. of the cathedral is the Catholic Orphan Asylum. The spacious Church of St. Thomas (Epis.) is just above (on the l.), and is near *St. Luke's Hospital*, a refuge for the sick without regard to sect or nation (no contagious or chronic diseases allowed; patients who are able pay $7 a week). It is under the care of the Episcopal Sisters of the Holy Communion, whose members pass a disciplinary novitiate, and then enter the order for 3 years' service, after which they are free, if they so desire. At 55th St. is the new Presbyterian Church (Dr. Hall's), the largest of that sect in the world. The ground cost $350,000, and the building has cost $500,000. At 59th St. is the Scholars' Gate to the Central Park. Near the S. E. corner of the Park, the Central Park Hotel is to be erected. W., on 59th St. (which skirts the Park), is the lofty new building of Charlier's French Institute, near the Central Park gardens (orchestral music). On 59th St., near the Hudson River, is the vast and ornate *Roosevelt Hospital* (founded by the late James H. Roosevelt); and ½ M. S. (corner 9th Ave. and 49th St.) is the Convent of the Order of Paulists.

Passing N. on 5th Ave. from 59th St., the Central Park is on the l. for 2½ M. The avenue is but partially built up, on account of the great price of the land. To the r., on Lexington Ave. (at 55th and 63d Sts.), are 2 new and costly synagogues, with powerful organs. The * *Park Museum* is passed at 64th St.; and at 70th St. (near the Children's Gate) is the * **Lenox Library**, a new and stately marble building, costing $900,000, and designed for the reception of a museum, art-gallery, library, and

lecture-hall. Close by is the *Lenox Hospital* (Presbyterian), a quaint and ornate brick and stone structure, with tall and slender spires. $500,000 was given to this institution by James Lenox, the munificent founder of the library. A few rods distant, on the old Hamilton Square (and built at a cost of $390,000), is the spacious and imposing new structure of the **Normal College,** in the secular Gothic style, with a lofty and massive Victoria tower. The Foundling Hospital is still farther E.; and in plain sight is the *Mount Sinai Hospital* (Jewish), a cluster of buildings in Elizabethan architecture, erected at a cost of $340,000. The vast German park and beer-garden called *Jones's Wood* is still farther E., at the river-side, and looks across on Blackwell's Island. The Colored Home is at the foot of 64th St, near the East River; and the Baptist Old Ladies' Home is on the corner of 68th St. and 4th Ave. At 73d St. and Madison Ave. is the Presbyterian Home for Aged Women; at 77th St. and 3d Ave. is the Hebrew Orphan Asylum; and at 79th St. and 4th Ave. is the German Hospital. Near 80th St., the Belvedere Tower is seen to the l., in the Park; and beyond this are the embankments of the reservoir. At 81st St. and Madison Ave. is the Convent of St. Catharine, occupied by the Sisters of Mercy, and surrounded by auxiliary charitable institutions. At 86th St. and Madison Ave. is the Shepherd's Fold, for poor children; and at 5th Ave. and 89th St. is the Magdalen Benevolent Institution. At 88th St. and Madison Ave. is St. Luke's Home for Indigent Christian Females, a fine Gothic building, adjoining the new memorial Church of the Beloved Disciple. Farther E., on 89th St., is the Convent of Notre Dame, near St. Joseph's Orphan Asylum and the House of the Good Shepherd, with about 500 women who have been reclaimed from the evil life, and are cared for by 80 sisters. Near 105th St., Mount St. Vincent and the Great Hill are seen, on the l. of 5th Ave.; and the avenue soon leaves the Park, and enters an undulating and picturesque region. At 118th St. it reaches *Mount Morris*, the park of Harlem, and, curving around its rugged base, passes on to **Harlem,** a large and populous village on the Harlem River, with several fine churches and a lucrative manufacturing industry. An iron bridge crosses the Harlem River at this point, near which a large flotilla of pleasure-boats is kept for hire, and the steamboats for Peck Slip and High Bridge are moored. Horse-cars run from Harlem to Manhattanville. From the N. side of the bridge horse-cars run to Morrisania, Tremont, and Fordham (45 min.; 10c.), traversing a dull and uninteresting wooden suburb, inhabited chiefly by Germans.



CENTRAL PARK.

1. *Old Arsenal and Museum.*
2. *Marble Arch.*
3. *Statues of Scott and Shakespeare.*
4. *Casino.*
5. *Music Pavilion.*
6. *Terrace.*
7. *Bow Bridge.*
8. *Balcony Bridge.*
9. *The Knoll.*
10. *The Great Hill.*
11. *Old Forts.*
12. *The Pool.*
13. *The Cascade.*
14. *Scholars' Gate.*
15. *Artists'* "
16. *Artisans'* "
17. *Merchants'* "
18. *Women's* "
19. *Hunters'* "
20 *Mariners'* "
21. *Gate of All Saints.*
22. *Boys' Gate.*
23. *Children's Gate.*
24. *Miners'* "
25. *Strangers'* "
26. *Woodmen's* "
27. *Girls'* "
28. *Farmers'* "
29. *Warriors'* "
30. *Lenox Library.*

* * Central Park.

Park carriages run from the 5th and 8th Avenue lower gates to the principal points of interest, carrying 10–12 persons (fare, 25c.). *Coaches* can be hired for $ 2 an hour, and the circuit may be made in 2 hours. After 3 P. M. in winter, and 4 P. M. in summer, are the favorite hours for citizens to visit the Park. On summer afternoons (especially Sundays) the promenades and driveways are thronged with people; and during winter there are brilliant skating-carnivals on the frozen lakes (skates may be hired at the adjacent cottages). The Park is reached by either of several horse-car lines from the Astor House and the lower part of the city.

Near the *Scholar's Gate* (5th Ave. and 59th St.) is a colossal bronze bust of Humboldt, the gift of the German citizens of N. Y. On the l. is the irregular sheet of water called the Pond, lying between rugged hills, and covering 5 acres. It is a favorite skating-ground in winter, and is much visited by the Scottish admirers of the curling-game. To the W. is the Play Ground, which extends nearly to the bronze statue of Commerce, by the Merchants' Gate (8th Ave.). N. of the Pond is the Dairy (light refreshments), the Carrousel (children's amusements), and the base-ball ground. Near 5th Ave. is the * **American Museum of Natural History,** occupying the massive castellated building formerly used as the State Arsenal.

The *Zoölogical Garden* is arranged outside the Museum, and includes lions, tigers, leopards, camels, giraffes, buffalo, bears, wolves, hyenas, and many other rare animals. Those from the tropical regions are kept in a large warm hall during the winter season; but the hardier animals of the North weather the cold months in their cages in the open air. In front of the building are large aviaries filled with pigeons and bald eagles; also families of monkeys and tropical birds. The Museum has been gathered on the nucleus of the famous collection of the Archduke Maximilian, and includes 12,000 prepared birds, 3,000 reptiles and fishes, and 1,000 mammals. The first floor has several cases filled with S. American birds; also statues of Columbus and Washington; and the celebrated group of an Arab courier and camel attacked by lions. On the second floor are the birds of Africa, 6 cases of crania and skeletons, fish, reptiles, fossils, minerals, corals, shells, butterflies, moths, beetles, ancient stone implements, insects and their architecture, lichens, and polished building-stones. On the third floor are large and brilliant collections of birds, deer, monkeys, rodents, and marsupial and carnivorous animals. On the upper floor are the costly and ingenious instruments of the Meteorological Observatory. The Museum is open to the public except on Mondays and Tuesdays, when permits to enter must be obtained at the office of the Department of Public Parks, No. 36 Union Square.

The paths from the gates on 59th St. lead to the *Marble Arch,* a costly piece of masonry over which passes the driveway. The landscapes in the lower part of the grounds are of cultured beauty; and the rambles and drives conduct by graceful curves and passing picturesque knolls and groves, bridges and arbors, to * **The Mall,** the chief promenade of the Park. It is 1,212 ft. long and 208 ft. wide, and is bordered by double lines of large American elms. At the entrance to this noble esplanade

are fine bronze * statues of William Shakespeare and Sir Walter Scott; and other groups and statues are seen at various points. At the *Music Pavilion*, near the upper end, band concerts are given on pleasant Saturday afternoons in summer, and at such times the vicinity is filled with a gay and varied crowd. To the N. E. and above the Pavilion is a long trellis-work overlooking the Terrace and Lake, and draped with flowering vines. To the E. of the Vine-covered Walk (beyond the carriage-concourse) is the *Casino*, a restaurant of good repute ; and towards 5th Ave. is a group of statuary in sandstone, called "Auld Lang Syne." Near the latter is a bronze statue of Prof. S. F. B. Morse, which was erected by the Telegraph Operators' Association. W. of the Mall is the broad lawn called the Green (containing 15 acres), above which is a pavilion for the sale of mineral waters. The Mall is terminated by * **The Terrace,** a sumptuous pile of masonry (of Albert freestone), with frescoed and carved arcades and corridors, broad promenades, costly and elaborate screen-work in stone, and high pedestals, which are to be graced with symbolic statuary. Broad stone stairways lead thence to the *Lower Terrace*, a highly ornamented esplanade by the side of the Central Lake. In its centre is the most costly * fountain on the continent, with bronzes, great monolithic basins, and a colossal statue of the Angel of Bethesda.

Central Lake covers 20 acres, and is divided into two parts (that to the W. being the larger), which are joined by a narrow strait, over which is thrown the graceful *Bow Bridge* (for pedestrians only ; often called the Flower Bridge, from the abundance of its floral decorations).

The Lake occupies the site of a swamp, and is filled with Croton water (7 ft. deep in summer ; 4 ft. in winter). Omnibus boats carry visitors about it for 10c. each ; and private boats may be hired at a tariff fixed by the Commissioners. The boats may be left at any of the 6 landings on the shores. The scene here on moonlight summer nights, when the boats carry colored lights, is worthy of Venice ; and throngs of merry skaters occupy the ice during the winter days, and prolong their sports by the light of numerous gas-jets with strong reflectors. More pedestrians visit the Park in winter than in summer, attracted by the skating ; and large temporary refreshment saloons are erected near the Lake for their benefit. The swans are a notable feature here, and were presented by the city of Hamburg and the Worshipful Companies of Vintners and Dyers of London. They thrive and increase, and endure the cold of the severest winters.

The W. arm of the Lake is crossed by the massive Balcony Bridge ; and on the slopes N. of the Lake is the **Ramble,** a tract of 36 acres of copse and lawn, rock-work, and retired nooks, threaded by a labyrinth of romantic foot-paths. The statue of Schiller is near the lake-shore ; on the W. are the Grotto and the Stone Arch ; and on the E. are the Evergreen Walk and the Dovecot. S. of the latter (near 5th Ave.) is the Conservatory Lake, near the large new conservatory and flower-garden. N. of the Ramble is the * **Belvedere,** a loftily situated cluster of quaint structures in Norman architecture, built of massive masonry, and resembling some ancient Rhenish castle. The view from the tower is broad

and pleasing, including a large portion of the Park, the E. and W. suburbs of New York, and the great arches of the High Bridge over and far beyond the Reservoirs. The *Old Reservoir* is just above the Belvedere, and covers 31 acres. It is 105 ft. above the tide, contains 150,000,000 gallons of Croton water, and is surrounded by ponderous walls of masonry. Above this artificial lake, and separated from it by the transverse road (or sub-way) of 86th St., is the *New Reservoir*, a massive granite structure covering 106 acres, and holding 1,000,000,000 gallons. The gate-houses are fine stone buildings in which is kept the powerful machinery of the water-works. Above the New Reservoir is the *Upper Park*, which is less visited and has less artificial embellishment than the Lower Park, but is richer in marked natural beauties. Passing the broad plains called the East and West Meadows, on the E. is seen *Mount St. Vincent*, on which are the buildings formerly occupied by the Mother House and Convent of the Sisters of Charity. A large restaurant is now located here; and the chapel contains 87 casts from the statuary of Crawford (presented by his widow). To the E. is the Arboretum; and to the W. is **Harlem Lake** (covering 16 acres), with its bold S. shore lined with the remains of old fortifications. A pretty falling stream, spanned by 5 bridges and abounding in cascades, enters Harlem Lake after running N. E. down the ravine called *M'Gowan's Pass*. Over the Pass is the Great Hill, on whose summit is a carriage-concourse, whence a broad view is gained; and the *Bluff* is a bold ridge which terminates the Park on the N., and bears the remains of old forts and field-works.

The great buildings for the **Museum of Arts** and the **Museum of Natural History** are far advanced towards completion. They are of brick, with stone trimmings, and have no architectural attractions. They are to cost over $6,000,000. When completed, each of them is to have the form of the letter H, of which only the cross-bar is now under construction. The Natural-History building is N. W. of the Lake, on Manhattan Square, near 8th Ave., and is to be opened in 1879, with the collections now in the Old Arsenal, great archæological and ethnological museums, and other invaluable treasures of science and antiquity. The Art building is on the 5th-Ave. side, near 82d St., and has been severely criticised. It will be opened late in 1879, and will perhaps receive some of the collections now in the Metropolitan Museum. The Lenox Library is near this building. In the vicinity of and under the advantages of these immense museums and libraries it is expected that one of the foremost universities of the world will be established.

Among the ornaments which have more recently been added to the Park, the foremost is the colossal * statue of *Daniel Webster*, which was made in Italy (at a cost of $65,000), and rests on a block of Quincy

granite weighing 30 tons. It occupies a prominent position, where the drive-way on the W. side passes the S. bay of the Lake, not far from the Terrace. On a jutting rock between this point and the Terrace is one of the most graceful and spirited works of art in the Park, the * *Falconer*, a bronze statue 7 ft. high (cast in Florence) representing a young man clad in doublet and hose, with a falcon poised for flight on his outstretched left hand. Near the drive-way between this point and the 8th-Ave. Gate is a colossal bronze statue of a soldier, erected in memory of the men of the 7th N. Y. Regiment who died in the secession war. The pedestal is adorned with bronze trophies. Near the S. end of the Mall is a large bronze group by J. Q. A. Ward, representing an Indian hunter and his dog. Farther to the N. is a group of large birds of prey, in bronze; beyond which, and near the terrace, is a bronze group (by Auguste Caine) representing a tigress giving food to her cubs. Near the Mall are to be erected statues of Robert Burns (opposite Scott), Daniel O'Connell, and others. The French Government has given to the city of New York a noble bronze statue of Lafayette (by Bartholdi; costing $ 30,000), representing him as standing upon the bulwark of the ship, on the way to America. It is now in New York, and will soon be erected in the Park. There are also colossal busts of Goethe and William Cullen Bryant now in the city, destined for the Park. Other statues for which subscriptions are being made are those of Thomas Moore, Fitz-Greene Halleck, Cervantes, and Irving, — the latter of which will be accompanied by statues of Rip Van Winkle and Diedrich Knickerbocker.

The **Belvedere** tower commands a view to the S. down the Mall, over whose l. side is the great white mass of the Cathedral, broken by the towers of St. Thomas's Episcopal and the Fifth-Ave. Pres. churches. To the r. are the distant and manifold towers, spires, and domes of New York, with the Louvre dome of the Post-Office, the *Tribune* tower, and Trinity spire. Farther to the r. are the pinnacles of the Roosevelt Hospital, with the Hudson on the r., over which are the Hoboken heights, crowned by the three-domed church of the Passionist convent. The long Orange Mountain is far beyond. Close at hand on the W. is the Museum of Natural History, a five-story brick building over and on each side of which are the shanties towards the Boulevard. The long and massive line of the Palisades runs to the N., and suddenly breaks down, precipitously, beyond the light-colored walls of the Palisades Mountain House. On the r. of the Hudson valley are the Fort-Washington Heights, with the dark convent of the Sacred Heart; and to the r. of the lofty stand-pipe are the arches of the High Bridge. The hilly districts of the old Westchester towns appear over the reservoirs, with Harlem on the r., flanked by the broad waters of the Sound. To the r. of the Gothic-windowed Art building are the hills and villages of Long Island, and then the eye rests on the

nearer cluster of the Lenox Hospital, Normal College, and Mt. Sinai Hospital, with the white Lenox Library on their r. Just to the r. of the library are the many spires and domes of Broo'klyn.

One of the most interesting objects now seen from **Mt. St. Vincent** is the long and massive railroad viaduct, on the E. Among the casts in the beautiful little chapel are those of the Washington Monument at Richmond, Jefferson, Lincoln, Otis, Orpheus, Hebe, Aurora, Apollo, Diana, Cupid, Flora, Herodias, David, Psyche, Adam and Eve, Mercury, the Angel, and numerous bas-reliefs and Indian statues. Below the chapel are several Esquimaux boats, cannon recovered from H. B. M. frigate *Hussar*, shot fired into and from Charleston, and other curiosities.

In 1851 a movement was made to secure a park for the citizens of N. Y., and Downing, the eminent landscape-gardener, advocated it with fluent pen. In 1856 the present site of the Park was a dreary and desolate region of swamps and ledges, disfigured with heaps of cinders, potsherds, and rubbish, denuded of all vegetation except tangled thickets, and dotted with the squalid shanties of rude and degraded squatters. In that year the work began which has given the city the most beautiful and one of the largest of the parks of the world. It is a parallelogram, 2½ M. long and ½ M. wide; and is nearly 5 M. N. of the Battery, and 1 M. from the rivers on either side. It includes 862 acres, of which 185 are covered with water (45 acres of lakes and 142 of reservoirs). There are 9 – 10 M. of carriage-roads, 6 M. of bridle-paths, and 25 M. of walks; while communication across the island is confined to 4 sunken roads which pass from E. to W. through the Park and under its drive-ways. In 1870 the boats on the Lake were used by 113,082 visitors; and 112,245 patronized the Park carriages. 200,000 trees and shrubs have been planted here, many of which were transplanted when quite large. In 1873 the Park was visited by 10,160,159 people, of whom 4,868,620 were on foot, 56,955 on horseback, and the rest were in 1,711,528 carriages. The cost of the Park, up to Jan. 1, 1874, was $13,902,515.

Through M'Gowan's Pass led the "Old Boston Road," the first road out of N. Y. on the E.; and by this route the Huguenots of New Rochelle came on Sunday to the French Church in the city. In the disastrous September of 1776, this vicinity was the shelter and rallying point of the demoralized American army. After the British army had landed at 23d St. (East River), the American rear guard, under Putnam, retreated hastily from the lower part of the island, and were engaged in the present Upper Park by the enemy's light infantry. The next day Gen. Leslie advanced through M'Gowan's Pass, drove back the American pickets, and deployed on Harlem Plains. The Continental troops soon attacked Leslie's men, but Col. Knowlton fell while leading the Conn. Rangers, and Maj. Leitch was pierced by 3 bullets while charging with the Virginians. The Maryland line then came to the rescue, and the British were driven back across the Plains with severe losses. But they held and fortified M'Gowan's Pass, from which they were not dislodged. Most of the fortifications now found in the Upper Park were erected in the War of 1812.

The East River.

The best way to see the East River villages and islands, Harlem, and the High Bridge, is to take the steamboat from Peck Slip (at the foot of Beekman St., and a short distance above Fulton Ferry). These boats make 16 trips daily (fare, 10c.), stopping at 11th and 120th Sts., and connect with steamers for High Bridge.

Passing out into the stream between the crowded shores of Brooklyn and New York, forests of masts are seen on either side; the tall piers of the East River Bridge, the many vessels in the river, and the retrospect of Governor's Island and the harbor, attract the attention. At the foot

of Pike St. (l.) is the Sectional Dry-Dock, beyond which are numerous large ship-yards and dry-docks. On the r. is seen the U. S. Navy Yard, with its ship-houses, naval dry-dock, batteries, and vessels of the fleet; above which is that portion of Brooklyn formerly known as Williamsburg. At the foot of 12th St. (l.) are the immense Novelty Iron Works, near the works of the Manhattan Gas Company. At the foot of 26th St. is **Bellevue Hospital,** a free public institution with 1,200 beds, attended by the most eminent doctors, and famed for its clinical instruction. Near the hospital is the *Morgue,* a gray-stone building, where the unidentified human corpses which are found in the streets and rivers of the city are exposed to public view for 3 days. Nearly opposite Bellevue, Newtown Creek is seen indenting the E. shore; above which is Hunter's Point (L. I. City), where the Long Island railroad system converges. The boat now approaches * *Blackwell's Island,* the Indian Minnahanock, which was owned for many years by the Blackwell family, and was bought by the city in 1828. It occupies 120 acres, and is surrounded by a sea-wall. The buildings are all of granite, quarried here by the convicts, and probably there is nowhere else in the world a cluster of charitable and correctional institutions which combine so much of strength, comfort, and practical power for restraint.

The *Small-Pox Hospital* is a Gothic building at the S. end. It was built in 1854, and in 1870 received 977 patients, of whom 100 died. The Fever Hospitals are to the W., and the Epileptic and Paralytic Hospitals are on the E. To the N. is the *Charity Hospital,* an immense granite building (354 by 122 ft.), with 29 wards and 1,200 beds. The E. wing is for men; the W. wing for women. 7,000 patients are treated here yearly, of whom 450 die. The wards are models of neatness, and the medical attendance is skilful. Next to the Hospital is the **Penitentiary,** a vast, gloomy, and massive building, with a battlemented roof and centre and flanking towers. It is altogether built of granite and iron. It has 756 cells, but is always crowded, and a new penitentiary is to be built on Hart's Island, 12 M. distant on L. I. Sound. The male convicts are dressed in striped garments, and work on the new buildings on Ward's, Randall's, and Hart's Islands, having exhausted the quarries on Blackwell's and covered it with massive buildings. Over 1,500 prisoners are received here yearly, most of whom are under 25 years of age, — $\frac{1}{8}$ are women, and over $\frac{1}{2}$ are foreigners. N. of the Penitentiary are 2 large *Almshouses* (one for each sex), 650 ft. apart, with high verandas and neat grounds. These buildings are for the aged and infirm poor, of whom 1,100 – 1,200 can be accommodated. Near by are the Hospitals for Incurables. To the W. is the spacious *Workhouse* (of local hewn granite, 680 ft. long), the receptacle for the vagrant and dissipated classes of the great city. The terms of commitment are short (averaging 10 days); drunkenness is the chief cause of detention; and there are 15 – 20,000 persons sent here yearly, of whom comparatively few are Americans. The octagonal building with long wings (one for each sex) is the *City Lunatic Asylum,* and on the E. is a separate building for the more noisy patients. The Blackwell's Island institutions can only be visited by persons bearing a pass from the Commissioners (office, E. 11th St. and 3d Ave). The island is surrounded by deep ship-channels, patrolled by guard-boats; and the shores are watched by sentries.

W. of Blackwell's Island, the space between 60th and 80th Sts. is occupied by *Jones's Wood,* formerly a favorite German resort and beer-garden. The Woods are now fast giving way before the advance of

the city streets. E. of the island are the villas of Ravenswood, and as the boat leaves the island behind, *Astoria* is seen on the r., a place of villas, flower-gardens, and picturesque shores. The boat now passes along the W. verge of **Hell Gate,** a dangerous strait at the W. entrance of L. I. Sound, obstructed by sunken rocks and strong currents. A greater amount of commercial property passes through this thoroughfare every year than through the Narrows; of late years extensive improvements have been (and are being) made by U. S. Engineers and Welsh miners, who have mined the ledges in every direction. **Ward's Island** is now seen on the r., covering 200 acres. It was called by the Indians Tenkenas, and was bought by Van Twiller in 1637. The elegant and imposing *Inebriate Asylum* accommodates 400 patients, for whose benefit religious and moral instruction is added to physical supervision. About 200 soldiers, infirm and honorably discharged, are taken care of in the Soldiers' Retreat, in this building. On the E. end of the island is the new Lunatic Asylum ; and 106 acres are occupied by the farms and spacious buildings of the *Emigrant Refuge and Hospital.* The city has recently built a large Catholic church on the island.

The steamer passes between Ward's Island and Manhattan, and soon comes in sight of **Randall's Island,** separated from Ward's by Little Hell Gate. On its S. shore is the *House of Refuge,* a great line of buildings, with 4 domes, in Italian architecture, and with 1,000 ft. of frontage. It generally has 700 boys and 150 girls, who are sent here by their parents or by the courts, and are subjected to necessary restraints, and required to labor 6–8 hours daily, and to attend school 4–5 hours. As soon as they appear to be really reformed, they are indentured out to trades or to farmers.

On Randall's Island are also the *Nurseries,* 6 large buildings where are kept 2,400 children, found abandoned in the streets or surrendered by poor parents ; also the Infant Hospital, for 3–400 young children, and the Idiot Asylum, accommodating 150 patients. The list of city correctional institutions is completed by the **Catholic Protectory,** on the adjacent mainland, in the old town of W. Farms. The immense buildings of this society (for protecting and uplifting destitute or vicious Roman Catholic children) are called the Houses of the Holy Angels. The boys (7–800 in number) are cared for by the Christian Brothers ; and the girls occupy an imposing edifice in ultra-Gothic architecture, with many spires and pinnacles, and are supervised by the Sisters of Charity. 12 M. to the E., on *Hart's Island,* are the Industrial School (for vicious boys) and the City Cemetery.

Beyond Randall's Island, the steamboat follows the Harlem River to the N., between the suburbs of Harlem and Morrisania, and stops near **Harlem Bridge** (whence a line of horse-cars runs N. to Tremont and Fordham in 5 M.). Smaller steamers run from Harlem to Macomb's Dam, the High Bridge (see page 27), and Spuyten Duyvil. The trip to or from Harlem may also be made by the 3d Avenue horse-cars, from the Astor House.

Jersey City (* *Taylor's Hotel,* European plan, at the ferry; horse-cars to Hoboken, Communipaw, and Bergen Heights; railroads to Newark and Elizabeth, Philadelphia and Easton, and to the S. and W. generally; steamships to Queenstown and Liverpool) is a place of but little interest to the tourist. It is in the State of New Jersey, opposite N. Y. City, with which it is connected by several ferries over the Hudson River. To the N. is *Hoboken,* the terminal point of 3 lines of German steamships, and of railroads to the S. and W. The Stevens Institute of Technology is a school of mechanical engineering, founded by Edwin A. Stevens in 1867, and endowed with $650,000. It has a fine building, and is provided with apparatus and cabinets which are unexcelled in the country.

In 1779 the present site of Jersey City was a sandy peninsula called Paulus Hook, on which (near the present corner of Grand and Greene Sts.) were 2 strong forts, garrisoned by the 57th British regiment. Aug. 19, 1779, Maj. Henry Lee, with 300 picked men, surprised the works at dawn, and captured 159 men, but drew off before the guns of the larger fort, and retired with but slight loss. For this spirited achievement, Lee was honored by Congress with a gold medal.

S. W. of Jersey City is Communipaw, an antiquated Dutch village, which was granted to Michael Pauw, director of the Dutch W. I. Company, in 1630. He became patroon of a great domain, which he named Pavonia, or Communipauw, — the Commune of Pauw, — the Latin *pavo* and the Dutch *pauw* both meaning peacock. By orders of Gov. Kieft, the Dutch troops fell upon the Indian village of Arisshek, on this site, in 1643, and cruelly massacred 80 persons. Soon afterward the Indians attacked Communipaw, and exterminated its inhabitants (excepting one family); and the next settlers surrounded it with walls.

2. Brooklyn.

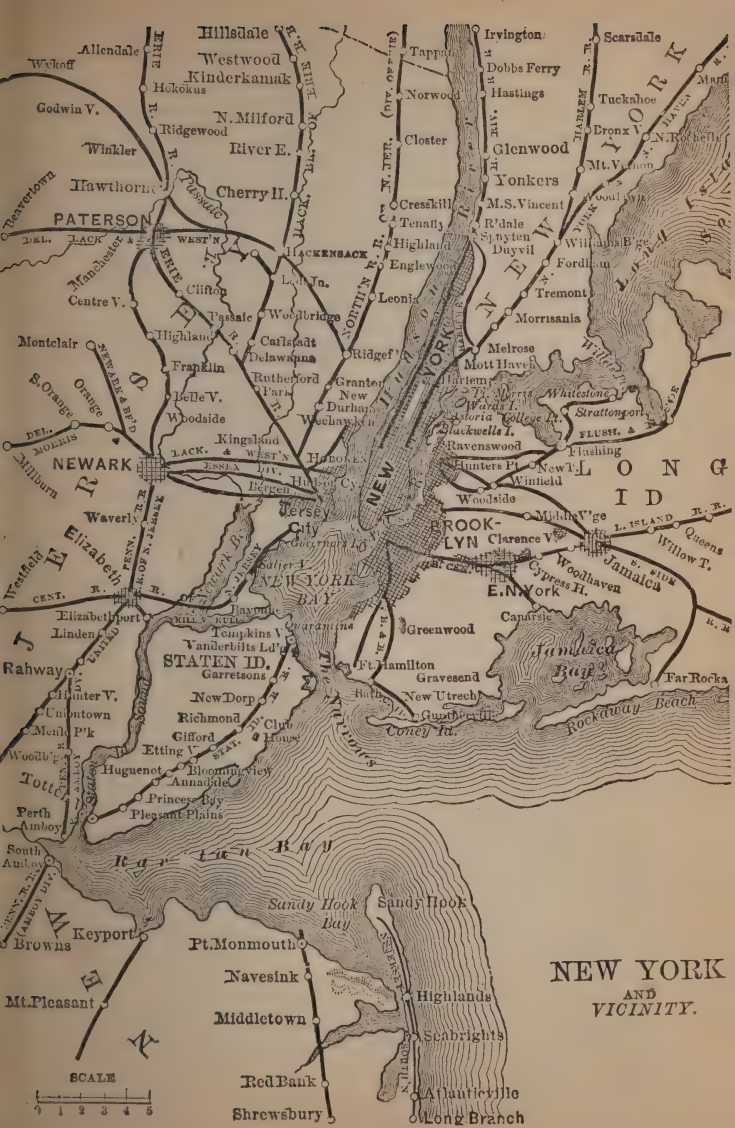
Hotels. — * Pierrepont House, corner of Montague and Hicks Sts., $4 a day; Mansion House, Henry St.; Clinton House, Fulton St., near Clinton; Brooklyn House, at Hamilton Ferry.

Restaurants. — Snedeker's, 187 Montague St., near Court; Dieter's, 305–313 Washington St., near the Post-Office; the Bank, near the City Hall.

Theatres. — * Academy of Music, Montague St., near Court, for operas and concerts; the Brooklyn, Washington St., near Fulton; the New Park, Fulton St. *Varieties* at Hooley's Opera House, Court St.

Reading-Rooms. — Mercantile Library, Montague St., near the City Hall; Y. M. C. A., Fulton Ave. *Post-Office,* on Washington St., near Fulton.

Horse-Cars. — From Fulton Ferry (every 6 minutes), by the Wall St., South, and Atlantic Ferries, and along Atlantic Ave., to E. New York (connecting there with steam-cars to Canarsie, Jamaica, and Rockaway); from Fulton Ferry, by Furman St., Atlantic, Flatbush, and 5th Aves., to Greenwood Cemetery (connecting there with steam-cars for New Utrecht, Bath, and Coney Island); from Fulton Ferry, on Water, Washington, and Fulton Sts. and De Kalb Ave., to Newtown (with a branch on Water, Bridge, Willoughby, De Kalb, and Broadway); from Fulton Ferry, by Fulton St. and Flatbush Ave., to Prospect Park and Flatbush; from Fulton Ferry, on Fulton and Sands Sts. and Flushing Ave., Broadway, Graham, and Van Cott Aves.; from Fulton Ferry, on Fulton St. and Ave., to E. New York; from Fulton Ferry, on Furman St., by the lower ferries, to Hamilton Ferry; from Fulton Ferry, on Fulton St. and Greene, Franklin, and Gates Aves., to Broadway; from Fulton Ferry to Greenpoint, by Clason Ave. or by Washington Ave.; from Fulton Ferry to Greenwood, by Fulton and Court Sts. and Hamilton Ave.; from Fulton Ferry to Broadway, by Fulton St. and Myrtle Ave.; from Fulton Ferry to Greenwood, by Fulton St., Flatbush and 3d Aves.; from Fulton


NEW YORK
AND
VICINITY.
SCALE
0 1 2 3 4 5
Hillsdale
Allendale
Westwood
Kinderkamak
Hckokus
Wyckoff
Godwin V.
N. Milford
Ridgewood
Winkler
River E.
Hawthorn
Cherry H.
Passaic
Paterson
Del. Lack. & West'n
Hackensack
Manchester
Erie
Lodi Jn.
Centre V.
Clifton
Passaic
Woodbridge
Leonia
Montclair
Highland
Carlstadt
Franklin
Delawanna
Ridgef'd
Rutherford Park
Granton
New Durham
Belle V.
Woodside
Wechawken
Kingsland
Hoboken
Newark
Lack. & West'n
Essex Div.
Millburn
Bergen Hill
Jersey City
Waverly
Elizabeth
Penn. R.R.
Morris & Essex
Westfield
Cent. R. of N. Jersey
Elizabethport
Linden
Rahway
Hunter V.
Uniontown
Menlo Pk
Woodb'y
Totten
Perth Amboy
South Amboy
Camden & Amboy Div.
Penn. R.R.
Keyport
Browns
Mt. Pleasant
Pt. Monmouth
Navesink
Middletown
Red Bank
Shrewsbury
Sandy Hook
Sandy Hook Bay
Raritan Bay
Staten Id.
Garretsons
New Dorp
Richmond
Gifford
Etting V.
Huguenot
Bloomingview
Annadale
Princes Bay
Pleasant Plains
Tompkins V.
Vanderbilts Ld'g
Quarantine
Kaiser V.
New York Bay
Bayside
Hell Gate
Greenwood
Ft. Hamilton
Gravesend
New Utrech
Gutterville
Coney Id.
Rockaway Beach
Jamaica Bay
Far Rocka
Canarsie
E. New York
Cypress H.
Woodhaven
Jamaica
Brooklyn
Clarence V.
Middle V'ge
L. Island R.R.
Queens
Willow T.
S. Side
Flushing
Newtown
Winfield
Woodside
Hunters Pt.
Ravenswood
Blackwells I.
Astoria
College Pt.
Whitestone
Strattonport
Flush. & R.
Bridge
Harlem
Mott Haven
Melrose
Morrisania
Fordham
Tremont
Williams Bdge
Yonkers
Cresskill
Tenafly
Highland
Englewood
Leonia
M.S. Vincent
R'dale
Sunyten Duyvil
Irvington
Tappan
Dobbs Ferry
Hastings
Norwood
Closter
Glenwood
Scarsdale
Tuckahoe
Bronx V.
N. Rochelle
Mt. Vernon
Manh
Harlem R.R.
Hudson R.R.
N. Jersey R.R.
Div. of N. Jersey
Northern R.R. of N. Jersey
New York & Harlem R.R.
New York & New Haven R.R.
New York Central R.R.
Long Island
Atlanticville
Long Branch

Ferry, by Water, Main, Prospect, Jay, Smith, and 9th Sts., to City Line (connecting for Coney Island); from Fulton Ferry, by Water, Bridge, Concord, and Navy Sts., Park, Vanderbilt, and 9th Aves., to Greenwood; from Hamilton Ferry to Erie Basin; to Prospect Park, by Sackett, Hoyt, and Bergen Sts. From Williamsburgh (foot of Broadway) to the Penitentiary, by 1st, Kent, Clason, Flushing, and Nostrand Aves.; to the Lutheran Cemetery, to Calvary Cemetery, to Montrose Ave.; from Bridge St. Ferry to Prospect Park; from Roosevelt St. Ferry to E. New York; from South Ferry to R. R. stations and 34th St. Ferry (cross-town line); from Grand and Houston St. Ferries to Myrtle Ave. Park; from Grand St. to Prospect Park; from Greenwood to Bay Ridge and Fort Hamilton.

Railroads.— From Long Island City to Sag Harbor and Greenport (L. I. R. R.; Route 5); to College Point and Flushing (Route 6); to Rockaway and Babylon (Route 4); E. New York to Canarsie and Jamaica; Greenwood to Bath and Coney Island.

Ferries. To New York from Greenpoint Ave., Grand (E. D.), Hudson, Bridge, S. 7th, Main, Fulton, and Montague Sts., and Atlantic and Hamilton Aves.; also from Bay Ridge to Wall St.

Brooklyn was first settled (near the Wallabout) in 1625, by a Huguenot family named De Rapalje. For a century and a half its annals were peaceful, and its progress slow. The colonization was effected by French exiles and Dutch immigrants, and in 1706 there were but 64 freeholders in the place. On account of its heights and ravines it was named Breucklen (Broken Land).

The Battle of Long Island.

"There the old-fashioned colonel galloped through the white infernal
Powder cloud;
And his broadsword was swinging, and his brazen throat was ringing
Trumpet loud:
There the blue bullets flew
And the trooper jackets redden at the touch of the leaden
Rifle breath;
And rounder, rounder, rounder, roared the iron six-pounder,
Hurling death!"

Aug. 22, 1776, a powerful force of British and Hessian troops landed on Long Island (at Gravesend Bay), under the guns of 4 frigates. 27,000 American soldiers then held New York, but they were mostly militiamen and undisciplined volunteers; and the fortified lines on Gowanus Heights were still incomplete. The British r. wing, composed of chosen troops, made a secret circuitous march by night from Flatlands, and seized the important and unguarded passes to Jamaica and Bedford, on the American l. (near E. New York). At the same time (Aug. 27) Gen. Grant advanced the British l. wing along the line of Bay Ridge to the hills of Greenwood Cemetery, drove back the outposts and Atlee's Penn. troops, and halted before Battle Hill, where Lord Stirling was in position with the Penn., Del., and Maryland line. Meantime, the British r. was hotly engaged. De Heister's Hessian artillery cannonaded the American works on Mt. Prospect (over the Flatbush pass), and the Count Donop led a fierce charge upon the redoubts. Sullivan's American brigade was now cut off by Clinton, who had driven back the militia from Bedford plains; and being caught between the light infantry and dragoons on one side, and the Hessians on the other, the brigade was speedily cut to pieces. A few fugitives were pursued to Fort Putnam by the grenadiers; and doubtless that work would have been carried and the army on Long Island would have been captured, but that the soldiers were restrained by the royalist generals. After the *d'bandade* on the American l., Lord Cornwallis advanced with intent to cut off Stirling and the r. wing; and Grant drove Atlee's Pennsylvanians from Battle Hill. Perceiving that the only hope for his brigade was that the converging hostile columns might be checked, Stirling took Smallwood's Maryland battalion as a forlorn hope, and fell upon Cornwallis's grenadiers advancing from the N. E. In 20 minutes 259 of the patrician youth of Maryland perished about Cortelyou's house, but the British advance was checked, and the Delawares and fragments of the other regiments escaped across the rising tide of Gowanus Creek. By mid-day the Battle of Long Island was over, and the Americans had lost 1,650 men, including Gens. Sullivan and Stirling (who were captured). The British loss was 367. The Scotch and Hessian troops gave no quarter; and the frigate *Roebuck* galled the American r. from her moorings off Red Hook. The next day

was stormy and dark, and the British cannonaded the forts from newly raised parallels, while vessels of the fleet began to enter the harbor. Therefore, at night, when a dense fog overhung the lines and river, the 14th Mass. Reg. (500 men of Essex Co.; called "the amphibious reg.") was detailed to ferry the broken army across the East River. Washington watched the embarkation (from the Fulton Ferry site), and it was covered by Mifflin's Pennsylvanians and the Delawares and Marylanders. From midnight till dawn the Marblehead fishermen plied their oars, and safely landed the 9,000 Americans, with their baggage and artillery, on the N. Y. shore. The British camp was alarmed at 4.30 A. M.; but the last boat was out of pistol-shot when their videttes reached the shore and the sunlight broke over the river. Gen. Wm. Howe, "the most indolent of mortals," was knighted for this victory. He was a brother of Richard, Earl Howe, who commanded the fleet in N. Y. Harbor, and also of the much-beloved Lord Howe who fell before Montcalm's lines at Ticonderoga, in 1758. The Americans evacuated New York, Sept. 13, 1776 (see page 27).

Brooklyn, the third city of the Republic, is situated on the W. end of Long Island, and is separated from N. Y. City by the deep strait called the East River. Its population, of 7,175 in the year 1820, had increased by 1870 to over 400,000 (of whom 144,713 were of foreign birth). It has a water-front of 8 M. along Gowanus Bay and the East River; and the lowlands of the shores rise gradually to well-defined lines of heights. The newer parts of the city are laid out in broad avenues and boulevards, and afford residences to many thousands of the merchants and clerks of New York. Brooklyn has 12 banks, 13 savings-banks, 10 fire and 2 life insurance companies, and 3 daily and 14 other newspapers. It is said to have fewer hotels and more fine churches, in proportion to its population, than any other American city. There are about 240 churches and chapels, and 5 convents. There are 48 public schools, with 725 teachers and 63,004 pupils; and 200 private schools, with 25,000 pupils (reports of 1870). The commercial facilities of Brooklyn are very extensive, including basins and piers along the Gowanus and Newtown Creeks and the East River. The *Atlantic Docks* cover 42 acres of deep water, sheltered by a fronting wall ½ M. long and 25 – 150 ft. wide, lined with warehouses and elevators. The immense Erie Basin is at Red Hook; and fleets of steamers, coasters, and canal-boats pass the winter in and near these basins and Gowanus Bay.

The **U. S. Navy Yard** is on Wallabout Bay, about 1 M. from Fulton Ferry, and is the chief naval station of the Republic. It has numerous workshops, foundries, and storehouses, and an immense Dry-Dock, built 1841 – 51, at a cost of $3,000,000. The latter is a mass of granite masonry resting on 10,000 piles, and contains 610,000 gallons of water, which can be removed in 2¼ hrs. This dock was lately made famous as the prison of the Spanish iron-clad, the *Arapiles*. A short causeway leads to the island on which is the Ordnance Dock, which was completed in 1866, at a cost of $1,900,000. Hundreds of ponderous Dahlgren and Parrott guns are parked in the yard; the most notable of which are the 3 20-inch Dahlgrens called "Satan," "Lucifer," and "Moloch." In front of the headquarters is a trophy-battery, among whose cannon is "La Robuste," an ancient French 30-pounder captured at San Juan d'Ulloa, and the 11-inch gun of the *Oneida*, damaged in the battle of Mobile. Here is also seen the curious torpedo-boat *Midge*, captured at Charleston. Among the frigates which are moored off shore is the old line-of-battle ship *Vermont* (receiving-ship), and the immense 3-turreted iron-clad *Roanoke*. The Naval Museum contains many relics, among

CITY OF BROOKLYN.

CEMETERIES.

24. *Greenwood* ..... H. 5.
25. *Calvary* ..... A. 5.
26. *Cypress Hills* ..... A. 1.
27. *Evergreens* ..... C. 1.
28. *Union* ..... B. 2.

29. *Reid Square* ..... D. 3.
30. *Tompkins Square* ..... D. 4.
31. *Leffert's Park* ..... D. 4.
32. *City* " ..... E. 6.
33. *Washington Park* ..... E. 6.
34. *Ridgewood Reservoir* ..... B. 1.
35. *Mt. Prospect* ..... F. 4.
36. *Governor's Island* ..... G. 7.
37. *Mapleth* ..... A. 4.
38. *Glendale* ..... A. 1.
39. *Flatbush* ..... G. 3.
40. *Oakland* ..... F. 3.
41. *Ridgewood* ..... B. 1.
42. *The Wallabout* ..... D. 6.

HOTELS.

43. *Pierrepont* ..... F. 7.
44. *Clinton* ..... E. 7.

45. *Brooklyn* ..... G. 7.
46. *South Side Railroad* ..... A. 3.
47. *Long Island* " ..... A. 3.
48. *Coney Island* " ..... H. 3.
49. *Fort Hamilton* " ..... H. 3.

50. *Prospect Park* ..... F.G. 4.
51. *The Plaza* ..... F. 4.
52. *The Parade* ..... F. 4.
53. *Zoological Garden* ..... G. 4.
54. *Battle Pass* ..... F. 4.
55. *The Glen* ..... F. 4.
56. *Botanical Garden* ..... F. 4.
57. *The Green* ..... G. 4.
58. *Refectory* ..... G. 4.
59. *The Look-out* ..... G. 4.
60. *Carriage Concourse* ..... G. 4.

CHURCHES.

14. *Holy Trinity* ..... E. 7.
15. *Plymouth* ..... E. 7.
16. *Pilgrims* ..... F. 7.
17. *St. Ann's on the Heights* ..... F. 7.
18. *Grace* ..... E. 7.
19. *Reformed (Dutch)* ..... F. 7.
20. *Tabernacle (Talmage's)* ..... E. 6.
21. *Hanson Place, Baptist (Fulton's)* ..... E. 5.
22. *Tabernacle (Scudder's)* ..... E. 4.
23. *Clinton Ave., Congregational* ..... E. 5.

FERRIES.

61. *Fulton* ..... F. 7.
62. *Hamilton* ..... G. 7.
63. *Wall St.* ..... F. 7.
64. *Catharine St.* ..... E. 7.
65. *Greenpoint* ..... B. 7.
66. *Grand and Houston Sts.* ..... C. 7.

which are trophies of the Corean war, and the remarkable piece of coral called Neptune's Punch-Bowl. This Navy Yard was the scene of unceasing labors during the Secession War. To the E. is the *U. S. Naval Hospital*, a marble building accommodating 350 patients. The British prison-ships during the Revolution were moored in Wallabout Bay, and in their gloomy holds 11,500 captive Americans died. The remains of these martyred patriots are now appropriately honored and entombed in Washington Park (the site of old Fort Greene), near the State Arsenal and S. of the Navy Yard. The Kings County Jail and the City Hospital front on this square.

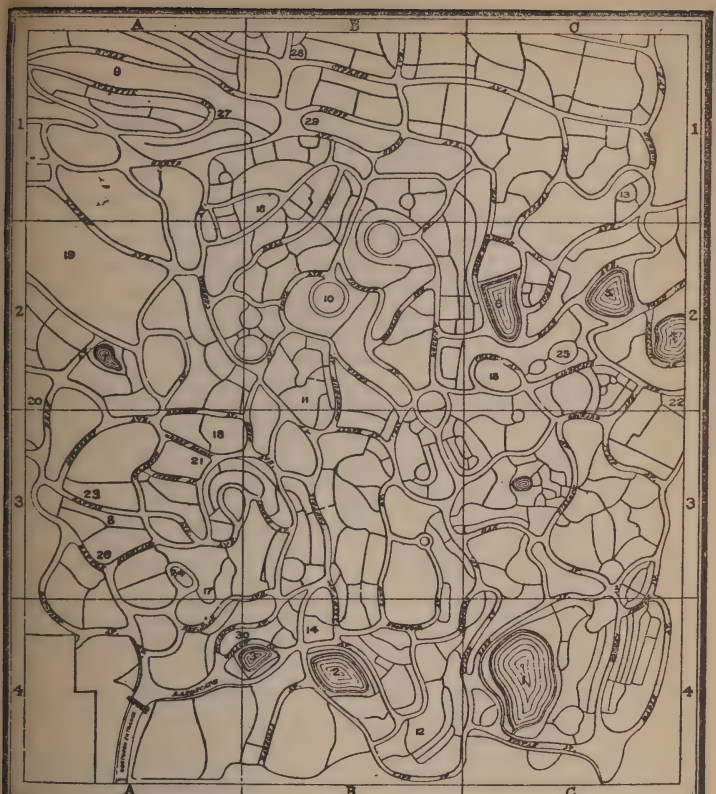
Fulton St. is the main thoroughfare of the city, and ascends from the Fulton Ferry-house to the City Hall in a sinuous course of 1 M. It is lined with retail stores and offices, and is traversed by many horse-cars. The *City Hall* is a large marble building, at the junction of Fulton and Court Sts., in Ionic architecture, and surmounted by a belfry. To the E. is the * Kings County Court-House, a spacious marble building, with a fine portico, and an iron dome 104 ft. high. The Reformed Dutch Church is back of the City Hall, and resembles a Greek temple, with its portico of 8 massive Ionic columns. In this vicinity are 2 famous schools, — the Polytechnic Institute (Livingston St., near Court), for boys, and the Packer Collegiate Institute (Joralemon St.), for ladies. Montague St. leads, S. W. from the City Hall, to the fine Gothic building of the *Mercantile Library*, which has 50,000 volumes, besides well-supplied reading-rooms. Opposite the library is the broad front of the Academy of Music, adjoining the *Academy of Design*, whose ornate exterior is of Scotch and Ohio stone, in many places curiously carved. A broad oaken stairway leads up through the central tower to the gallery, where exhibitions of pictures are frequently held. Next to the Academy is the new building of the U. S. Courts. On the corner of Clinton and Montague Sts. is the elegant * Church of the Holy Trinity, with a high clere-story, and rich stained windows representing the Messianic ancestry. To the l., on Clinton St., is the ornate Church of St. Ann-on-the-Heights; and to the r., on Pierrepont St., is the Reformed Dutch Church, modelled internally after a basilica built by the mother of Constantine; and also the Church of the Saviour (Unitarian), an elaborate piece of pointed architecture. Grace Church, on Hicks St., near Remsen, is in florid Gothic architecture; and the Church of the Pilgrims (corner of Henry and Remsen Sts.) is in the Norman style. On Orange St., near Hicks, is the large plain building of *Plymouth Church* (Henry Ward Beecher). Near the end of Montague St. is a high terrace, overlooking N. Y. and the East River, from which, on r. and l., extend the fashionable streets of Brooklyn Heights. The L. I. College Hospital has a large and imposing building, in wide grounds, on Henry, near Pacific St. The Long Island Historical Society's rooms are at the corner of Joralemon and Court Sts., and contain (besides a small museum) a library of 23,000 volumes, with 20,000 pamphlets and many MSS. From the City Hall, Court St. runs S. E. to

the Brooklyn Basin, on Gowanus Bay, crossing Atlantic Ave., a broad thoroughfare which extends from the East River N. E. across the city. Fulton St. and Ave. passes to the N. E. to E. New York, parallel with Atlantic Ave. In the N. part of the city are many miles of residences, on long, quiet streets traversed by tram-ways. In this district are many fine churches, among which may be named Talmage's new Tabernacle (said to be the largest Protestant church in America), on Schermerhorn St.; the Clason Ave. and Washington Ave. Churches; St. Mary's, on Willoughby Ave; Dr. Scudder's Tabernacle (of corrugated iron), on Hancock St.; and the unique brown-stone building of the Church of the Puritans, on Marcy Ave. Near the Clinton Ave. Congregational Church (Dr. Budington) are the vast and massive lower walls of the Roman Catholic Cathedral, where work was suspended several years ago.

Brooklyn, E. D. (Eastern District), is N. of the Navy Yard, and fronts on the East River, and was formerly the municipality of Williamsburg. 6 M. from Fulton Ferry is the Cemetery of *Cypress Hills*, on the far-viewing ridge called "the backbone of Long Island." 85,000 bodies are buried here. In its vicinity is a national cemetery, where 4–5,000 soldiers are buried; also the Salemfield Cemetery (Jewish). To the S. is the Ridgewood Reservoir of the Brooklyn Water-Works, covering 48½ acres, and with a capacity of 162,000,000 gallons. N. of Broadway is the Cemetery of the Evergreens, which covers 115 acres, and has several small lakes. In Newtown, N. E. of Greenpoint, is the Calvary Cemetery of the Roman Catholic Church, in which 84,000 bodies have been buried.

* **Prospect Park** (reached by either of several lines of horse-cars from the N. Y. ferries) is a noble rival of Central Park, and covers 630 acres of broad and verdant meadows, umbrageous groves, and heights which overlook the bay and city of New York, Staten Island, and the highlands of the Hudson and Neversink. The entrance from Flatbush Ave. is across the Plaza, a large circular space in whose centre is a costly fountain. The Plaza is also adorned with a bronze statue of President Lincoln. E. of the entrance is the *Mt. Prospect Reservoir*, which (with a capacity of 20,000,000 gallons) supplies the higher parts of the city with water. The ornate gate-house overlooks the park, E. New York, Flatbush, Bushwick, the great cities and harbor, and the blue ocean S., beyond the beaches of Rockaway and Coney Island. Near the reservoir are the mazy paths of the Flower Garden. There are in this Park 8 M. of drives, 4 M. of rides, and a great number of rambles. The Parade and the Zoölogical Ground are on the W. side of the Park. From the Plaza, broad drives and sinuous pathways run S. E. to the defile called the Battle Pass, which was the scene of sharp fighting during the Battle of Long Island.

From this point the Forest Road diverges to the l. through a quiet and shadowy glen; while the Lake Road passes on to the Botanical Gardens, which are pleasantly situated between placid lakelets near the centre of the Park. *The Lake* covers 61 acres, and its broadest expansion is in the S. E. part of the Park, beyond the Terrace and Refectory. Near the W.



GREENWOOD CEMETERY.

1. *Sylvan Water* ..... C. 4.
2. *Valley* " ..... B. 4.
3. *Arbor* " ..... B. 4.
4. *Dell* " ..... C. 2.
5. *Crescent* " ..... C. 2.
6. *Dale* " ..... C. 2.
7. *Meadow* " ..... A. 2.

8. *Battle Hill* ..... A. 3.

9. *Ocean Hill.* ..... A. 1.
10. *Vista* " ..... B. 2.
11. *Glade* " ..... B. 2.
12. *Sunset* " ..... B. 4.
13. *Alpine* " ..... C. 1.
14. *Strawberry Hill* ..... B. 4.
15. *Chapel* " ..... C. 2.
16. *Oak* " ..... B. 1.
17. *Bay Grove* " ..... A. 3.
18. *Mulberry* " ..... A. 3.
19. *The Hill of Graves* ..... A. 2.

20. *The Plateau* ..... A. 2.
21. *Cenda Monument* ..... A. 3.
22. *Firemen's* " ..... C. 2.
23. *Pilot's* " ..... A. 3.
24. *Clinton* " ..... A. 3.
25. *Morse* " ..... C. 2.
26. *Anderson* " ..... A. 3.
27. *Whitney* " ..... A. 1.
28. *Scribner* " ..... B. 1.
29. *Catacombs* ..... B. 1.
30. *Receiving Tomb* ..... A. 2.

entrance is a high bluff, surmounted by a lookout tower which commands a broad view. Among the many fine archways and bridges the most prominent are the Nethermead and Meadow Port Arches and the Cleft Ridge Span.

*** Greenwood Cemetery** is 3 M. from Fulton Ferry (several lines of horse-cars). It is the most beautiful cemetery in the world, and its forest-covered and far-viewing hills are adorned with thousands of costly monuments and mausolea. The grounds (413 acres) were laid out by skilful landscape-gardeners, and are provided with 17 M. of carriage-roads (graded and paved) and 15 M. of paths (covered with concrete). On and about these pleasant hills 172,000 bodies have been buried, and about 20 per day are now brought to rest in Greenwood. (Carriages are in waiting at the entrance, to make the tour of the grounds.)

The * *Northern Entrance* is a stately Gothic pile of sandstone, designed by Upjohn. It is 132½ ft. long and 40 ft. deep, and the central pinnacle is 106 ft. high. On the sides are the offices of the cemetery; and in the tower is a deep-toned bell that tolls at the approach of funerals. Above the arches are 4 large groups of statuary, representing Christ's Entombment, the Resurrection, the Raising of the Widow's Son, and the Raising of Lazarus. Above these groups are reliefs of Faith, Hope, Memory, and Love. From this point Landscape Ave. leads to the r. by the monuments of Dixon H. Lewis (U. S. Senator from Georgia) and John B. Graham to the *Receiving Tomb*, in which are 361 coffin-cells. Its ornate front looks out on Arbor Water, a placid pond surrounded by trees. To the E. is Valley Water, under Strawberry Hill and near the densely occupied public lots. To the E. beyond Sunset Hill is *Sylvan Water*, the largest and deepest of the lakelets of Greenwood. Near this water are the Poet's Mound and the monument of Dohunmee, daughter of a sachem of the Sac Indians, who died in N. Y. while on an embassy from the W. A line of marble Egyptian sepulchres fronts on Sylvan Water; on Sylvan Cliff is the chapel-tomb of G. W. Browne (designed by Upjohn); and on Oaken Bluff are the Skillin, the Becar, and the Judge Bronson memorials. In the neighboring public lots is buried Piero Maroncelli, the prison-comrade of Silvio Pellico at Spielberg. On Sylvan Bluff is Catlin's lot; and near Sylvan Water is the Western Entrance to the cemetery. On Lake Ridge are the temple-tombs of Townsend and Miller, beyond which is the Aspinwall monument, on Cedar Mt. On Locust Hill is the grave of Horace Greeley. Beyond the Hooker and Havemeyer monuments, Orchard Ave. leads to the grave of George Steers, the naval architect. Just beyond, and overlooking the deep Crescent Dell, is the *Firemen's Monument*, a lofty column surmounted by a spirited statue of a fireman on duty. Several firemen are buried in this vicinity. On Hill-Girt Lawn is the elegant canopied monument of Prof. S. F. B. Morse, the inventor of the telegraph. On Crescent Water front the marble tomb of Niblo, the Gothic chapel of Phelps, and the grave of Dr. Bethune. Beyond Alpine Hill are the delicate Oriental mausoleum of Garrison, the urn of Udolpho Wolfe, and the grave of George Wood. On Vista Hill rests Prof. Edward Robinson, the foremost Oriental scholar of America (near the fine statue of Capt. Correja); on Central Ridge are George Griswold and Erskine Mason; and on Lawn-Girt Hill is the Pierrepont mound. Buttonwood Hill has the Schermerhorn mausoleum; and on Sycamore Ave. are Morgan's Ionic temple and Quintard's statue. On Butternut Hill is the Harpers' lot; and on Locust Ave. rests Gen. Strong, who fell in the assault on Fort Wagner (Charleston). At the crossing of Vine and Cypress Aves. is the open peristyle of Scribner, supported by 8 marble pillars and enshrining a statue of Hope, on a pedestal which has reliefs of the Nativity, Crucifixion, Resurrection, and Ascension (carved in Carrara). On Sassafras Ave. are the grounds of Prof. Renwick and George Law, the financier. On Cypress, near Dawn Ave., rests Gen. O. M. Mitchell, the astronomer and soldier. On Ocean Ave. are Dr. Valentine Mott and Rev. Dudley A. Tyng, whose famous dying words, "Stand up for Jesus," are carved upon the monument. On Atlantic Ave., near Ocean, are the graves of David

Abeel, the missionary, John Cleveland, and the Cornell family. David Hale lies near Border Ave. On *Ocean Hill* (which overlooks Long Island and the ocean) is the costly and massive octagonal mausoleum of Stephen Whitney, with lancet windows of stained glass. Near Grove Ave. are the grounds of Lilienthal, Peter Cooper, Cutler, Arnold (with a costly memorial), and Cozzens, on which is a fine bas-relief by H. K. Brown. On Atlantic Ave. is the Soldiers' Lot, where, on the 30th of May of each year, the citizens strew flowers over the graves of many officers and soldiers who died in the Secession War. Near this is the *Hill of Graves*, which is thickly covered with lines of grassy mounds. On Meadow Hill the tomb of W. S. Packer is adorned with a bronze statue of Faith (by H. K. Brown). At the corner of Battle and Greenbough Aves. is the * tomb of Charlotte Canda, the most interesting point in the cemetery. It consists of a floridly ornamented Gothic arch, flanked by tall buttresses with floral finials and enshrining a statue of Miss Canda. Carved flowers, birds, and tripods adorn the monument, and on either side are kneeling statues of angels. Miss Canda was the daughter of an officer of Napoleon's army who came to America after the battle of Waterloo. In 1845, on her 17th birthday, she was returning home from an evening party, when the horses of her carriage ran away and she was thrown out and fatally injured. The monument was designed by herself for an aunt who had recently died. On Battle Ave. are the grounds of James Gordon Bennett (founder of the *N. Y. Herald*), adorned with rich and delicate Italian statuary. On Highland Ave. is a statue of the Saviour, on Peter Gilsey's lot; and not far distant are the graves of several officers who fell in the Mexican War. On Battle Hill is the *Pilot's Monument*, a marble shaft on which is a statue of Hope, erected in memory of Thomas Freeborn, who lost his life while piloting a ship on the N. J. coast. Near by is an Ionic temple with statues of the 4 Evangelists, belonging to John Anderson; and the trophy-adorned monument of Col. Vosburgh (71st N. Y.) is E. of the Pilot's. From the summit of **Battle Hill** is obtained a broad view of the Bay of N. Y., the great cities, Staten Island, and the N. J. shore. The *view from the Plateau, just S. E. of Battle Hill, is even more grand, and includes also the level plains of Long Island and the blue ocean. In Bay Side Dell, near the Northern Entrance, is the bronze statue of DeWitt Clinton, the originator of the Erie Canal, Gov. of N. Y., 1817 - 22 and 1824 - 27, and candidate for the Presidency in 1812. On Battle Hill is the new monument erected by N. Y. City to her dead soldiers. It is a granite shaft, adorned with bas-reliefs and guarded by 4 bronze statues.

Bay Ridge is S. W. of Brooklyn, on the shore of the bay, and has many pleasant villas, an Athenæum, and a fine view over the inner harbor. It is reached by horse-cars from Greenwood, or by ferry (15c.) from the Wall St. ferry-house, N. Y. Farther S. is Fort Hamilton, a village fronting on the Narrows, near which is the Kings County Inebriate Asylum. The Dellwood House, near Bay Ridge, is visited in summer.

Coney Island(* *Hotel Brighton*; * *Manhattan Beach*; several restaurants and small hotels) is reached by cars from Greenwood Cemetery, passing through the pleasant village of Bath (*Bath Hotel; Atlantic*), on Gravesend Bay. It is also reached by cars from Fulton Ferry and Prospect Park, and by steamboat from Pier 1, E. R. The island is 4½ M. long, and very narrow, and is composed, for the most part, of sand-dunes. The beach is hard and level, and affords a good driveway for 3 M. The bathing is good, and clams and fish abound. Between the island and Sandy Hook is the wide Lower Bay, with the sinuous ship-channels to the inner harbor. Of late years this beach has been the favorite excursion-point of the lower classes of New York, and visitors returning on the late boats will be apt to see much boisterous and uncouth conduct. A fine shell-road leads to the mainland and the ancient town of Graves-

end, which was founded before 1640 by Quakers from Mass., under the direction of Lady Deborah Moody. Since 1877, Coney Island has been converted into a first-class summer-resort, enormously popular, and reached easily from New York by luxurious and rapid routes, on land and water.

3. Staten Island.

Steamboats run hourly from Pier 19 N. R. to New Brighton, Port Richmond, and Elm Park; and from Whitehall St. to Tompkinsville, Stapleton, and Clifton (fare, 10c.). Each of these lines passes down the harbor between the fortified islands, and affords panoramic views of the cities on either shore. *Horse-cars* traverse the populous N. shore of the island; and the Staten Island R. R. runs S. W. 13 M., from Vanderbilt's Landing to Tottenville.

Staten Island, "the American Isle of Wight," and the "Staaten Eylandt" of the Dutch era, is S. W. of N. Y. Bay, and pertains to the State of N. Y. It is separated from New Jersey by the long and narrow Staten Island Sound and the Kill Von Kull, and from Long Island by the Narrows, and fronts to the S. E., on Raritan Bay. It has an area of 58½ sq. M., and a population of 33,029 (in 1870). The drives about the upper part of the island are very attractive, especially those on Richmond Terrace, the Serpentine Road, Clove Road, Vanderbilt Avenue, and to Silver Lake and Ocean View. There are broad views from the heights over the bay and the ocean. The mts. of N. J. are in the W.; and to the N. E. are the thronged harbor and the great cities.

Hudson visited the island in 1609, and in 1630 Michael Pauw established here the feudal domain of Pavonia. The first village was founded in 1639, and was destroyed 4 years later by the Indians. Many French Huguenots settled here after the revocation of the Edict of Nantes; and the British held possession during the Revolution, though much harassed by partisan attacks from the N. J. shore (especially those under Gen. Sullivan, Aug. 21, 1777, when 150 British soldiers were made prisoners, and by Lord Stirling, with 2,500 men, in 1780). Extensive encampments were formed here in 1812–15, and during the Secession War.

New Brighton (St. Mark's; Pavilion; Belmont; summer hotels) is a populous village, containing 9 churches and many pleasant villas of N. Y. merchants. To the W., and fronting on the Kill Von Kull, are the fine buildings of the *Sailors' Snug Harbor*, which was founded in 1831, for the support of aged and disabled seamen who have sailed for 5 years from the port of N. Y. It accommodates 300 men, and has large revenues. Near the Snug Harbor is an asylum for 130 destitute children of seamen. Port Richmond is a manufacturing village W. of this point. *Tompkinsville* is under the heights, which are 310 ft. above the sea, and was formerly the site of the extensive Quarantine buildings, destroyed by the people in 1858. The present **N. Y. Quarantine** is "without a rival in the world," and is located on Dix and Hoffman Islands, 2 artificial works on West Bank Shoal, 2½ M. S. of the Narrows, and 1½ M. from the shore. There is also a hospital-ship moored in the Lower Bay, and cases of ship-fever and small-pox are sent respectively to Ward's and Blackwell's Island. *Vanderbilt's Landing* is near the villages of Staple-

ton and Clifton, which front on the Narrows. In this vicinity is the Seamen's Retreat (accommodating 200 sick seamen); also the Mariners' Family Asylum, and St. Mary's Orphan Asylum. On Clifton Heights is the *Chestnut Grove House*, a summer hotel overlooking the Bay.

The Staten Island R. R. runs S. W., by the Moravian hamlet of New Dorp to Court-House, which is near Richmond, the county-seat, where is the venerable Church of St. Andrew, built in 1713, and rebuilt in 1867. The Lower Bay and Raritan Bay are often seen on the l. as the train passes through the broad town of Westfield (famous for oysters), and the low shores of Sandy Hook are visible in the distance. Near *Tottenville*, the terminus of the road, is the old Billop House, where, after the Battle of Long Island, Lord Howe held a barren conference with Franklin, Adams, and Rutledge, who had been sent by Congress to treat for peace. A steam-ferry crosses from Tottenville to Perth Amboy, whence trains run to New York, by way of Rahway and Newark, in 27 M.

The Fortifications. — 1 M. S. E. of Clifton is *Fort Richmond*, situated on a high bluff, and mounting 140 guns. It is a massive work, with granite walls, second only to Fortress Monroe in strength, and arranged to deliver a plunging fire on the Narrows. Attached to Fort Richmond are 4 cliff-batteries, mounting 80 heavy cannon; and at the water-side is *Fort Tompkins*, with 40 guns sweeping the channel. *Fort Hamilton* is opposite Fort Richmond, and is a rectangular bastioned work of blue granite, with a peace-garrison of 3 companies, in casemate-barracks. It has a water-battery of 18 15-inch guns, and 2 lines of heavy batteries on the Bath Road, commanding the Lower Bay and Gravesend Bay. Several of these guns are Rodmans, throwing 1,000-pound shot. The main work mounts 80 guns, cost $500,000, and was built 1824–32. A field-battery on this position was demolished by a broadside from the British line-of-battle ship *Asia* in 1776. On a reef 200 yards off shore is *Fort Lafayette*, which was built in 1812, cost $350,000, mounted 73 guns, and was famous as a prison for disloyal civilians during the Secession War. It was burnt out in 1868, and has not yet been re-armed. On Sandy Hook is a well-armed lunette, with flanking batteries, to keep the Lower Bay clear. After passing the 400 heavy guns which bear on the Narrows (at this point less than 1 M. wide), a hostile fleet would enter the convergent fire of the 300 guns of the forts of the inner harbor. Some years ago surveys were made for a fort on Coney Island, but were stopped after Maury's report to Congress, in which that skilful engineer said, "Were it possible for an enemy, with the greatest army that was ever led into battle by the greatest captain, to take the country by surprise, and to land on Long Island, ... and to be disembarking his last piece of artillery before he was discovered, the perfection of our railroad and telegraph system is such as would enable the government, before he could reach the heights of Brooklyn, to have there in waiting, and ready to receive him, and beat him back to the sea, a force two to one greater than his, however strong."

4. The South Shore of Long Island.

By the S. Side R. R., whose W. terminus, at the foot of S. 8th St., Brooklyn, is reached by ferry-boats from the foot of Grand St. and of Roosevelt St., N. Y., or by the Greenpoint horse-cars from Fulton Ferry, Brooklyn. Trains run to Patchogue, the E. terminus, in 2½–3 hrs. Fare to Rockaway, 50c.; Islip, $1.25; Patchogue, $1.50.

Stations, Brooklyn; Bushwick Avenue, 2 M.; Berlin, 9; Jamaica, 10; Springfield, 11½; Valley Stream, 16 (crossing of branch lines to Hempstead, and to Woodsburgh, 18; Far Rockaway, 21; Seaside House, 25); Pearsall's Corner, 18; Rockville Centre, 19; Merrick, 24; S. Oyster Bay, 28; Amityville, 31; Babylon, 36; Islip, 43; Patchogue, 54.

The train is drawn from the station by a dummy-engine, and a locomotive is attached at Bushwick Ave. To the r. of Glendale station is Cypress Hills Cemetery (see page 42). The train passes the Green Hills, and soon reaches **Jamaica** (see Route 5). From Jamaica the line runs S. E. over broad alluvial plains, and beyond the hamlet of Springfield the long earth-covered line of the Brooklyn Aqueduct is crossed. From *Valley Stream* a branch R. R. runs N. E. to Hempstead (see Route 5); and another branch diverges to the S. W. to **Rockaway Beach.** Near Woodsburgh is the * *Woodsburgh Pavilion*, a new and spacious summer-hotel, with cottages connected. The *Neptune House* is smaller. A short distance beyond is Far Rockaway, a small hamlet with several beach-hotels, the best of which are the *Atlantic*, *United States*, *Pavilion*, and *National*. This was formerly the most fashionable of the N. Y. beaches, and is regaining much of its old popularity. The surf-bathing has been much improved by the washing away of the sand-bar which formerly fronted the beach; and wild ducks and bluefish are successfully sought in the vicinity. To the W. is Rockaway Beach, a long and narrow sandy peninsula which runs 8 M. W. between the ocean and Jamaica Bay, a broad inlet which encloses several marshy islands. On this strand the Rockaway Indians formerly made much wampum. Near the end of the beach the *Bristol* was wrecked in 1835, and 77 lives were lost. Surf-bathing is obtained on the S. side of the beach, and still-water bathing on the N. During the summer many visitors come here by means of the horse-cars from Fulton Ferry to E. New York, and a dummy-train thence to Canarsie (3½ M.), whence steamboats cross Jamaica Bay to the beach in 6 – 8 M. The principal hotels on the beach are *Hammel's* and the *Seaside*, at the latter of which (4 M. from Far Rockaway) the branch R. R. ends.

The main line passes E. from Valley Stream by Pearsall's Corner to Rockville Centre, S. of which is Near Rockaway and Hempstead Bay, abounding in islands (on one of which the *Mexico* was wrecked in 1837, and 116 lives were lost). The train now traverses wide plains, through which flow prolific trout-streams (preserved), and passes several small hamlets. *S. Oyster Bay* is near the bay of that name, and has 2 hotels; and Amityville (*South Side House; Ketcham House*) is near the W. end of the Great South Bay. **Babylon** (*Lagrange House; American; Sampwanis*) is a comfortable village built on 2 intersecting streets, and famous for its fishing (10 tons of fish are sometimes sent to N. Y. in a single day). ½ M. S. are the broad waters of the Great S. Bay; and stages run from the station to the landing (1 M.), whence a steamboat crosses several times daily to **Fire Island** (8 M. S. E.). This beach occupies the W. end of that remarkable peninsula of sand-dunes which extends for nearly 40 M. to the N. E., with a width of but a few rods. It shelters the broad estuaries of Great S. Bay, Moriches Bay, and Shinnecock Bay;

and is joined to the mainland by the isthmus of Quogue Neck, about 35 M. from Fire Island. This vast strand is one of the most lonely and solitary places on the coast, but affords good bathing (surf or still-water), and a large fleet of pleasure-boats is kept near the hotels. The exciting sport of bluefishing is much in vogue off the inlet and in the Bay. The * *Surf House* (500 guests) is a large and fashionable hotel ; and the *Old Dominy House* is smaller but comfortable. Near these hotels is the Fire Island Light, a revolving light on a tower 150 ft. high, visible for 19 M. at sea. This is one of the most important lights on the coast for in and out bound vessels, from its relation to N. Y. Bay. Numerous wrecks have occurred on this strand, in one of which Margaret Fuller, Countess d'Ossoli, was lost (1850).

Beyond Babylon the line passes the villas of Bay Shore (seat of the Olympic Club) and Islip Centre, and reaches **Islip** (* *Pavilion ; Stillinwert's*), a pleasant village in a fruit-producing district, and near the trout-ponds and fine club-house of the Sportsmen's Club. Islip is much visited in summer, and has several pretty villas near the Great S. Bay. The hotels on Fire Island Beach are seen on the S. The train now passes the hamlets of *Oakdale*, *Sayville* (1,200 inhabitants ; 4 churches, several summer boarding-houses), and *Bayport*, and reaches the present terminus of the R. R. at **Patchogue** (*S. Side Hotel* and *Roe's Hotel*, $ 2.50 a day; and several boarding-houses at $ 8–12 a week). This is a busy village of 3,000 inhabitants, manufacturing rope, paper, and flour, and is nearly 1 M. from the Great S. Bay. Trout and perch are found in the ponds; larger fish abound in the Bay; and oysters and clams are found in large quantities.

4 M. S. across the Bay is Watch Hill, on Fire Island Beach, 12–15 M. N. E. of Fire Island Light ; and 4 M. N. of Patchogue is Medford, on the L. I. R. R. Stages run 4 M. E. from Patchogue to Moriches and South Haven, passing *Bellport*, a pleasant village on Bellport Bay, with numerous boarding-houses ($ 7–10 a week). Across the Bay and near the hamlet of Mastic are the remains of Fort George, a Tory post which was attacked in 1780 by Tallmage's light dragoons. The Americans burst through the stockade late at night, and assailed the redoubt on 3 sides, shouting, "Washington and Glory." The Tory garrison, numbering 300 men, surrendered unconditionally, and was deported into Conn.

5. Long Island. The North and East Shores.

By the Long Island R. R. and its branches, whose W. terminus is at Hunter's Point (above Brooklyn), and is reached by ferry-boats from James Slip and from 34th St., N. Y. Trains run to Greenport, the E. terminus, in 4–4½ hrs. Fare to Hempstead, 50c. ; Huntington, 95c. ; Riverhead, $ 2.30 ; Greenport, $ 2.75 ; Sag Harbor, $ 2.75.

Stations, Hunter's Point ; Woodside, 3 M. ; Winfield, 4 ; Jamaica, 10 (Brooklyn Central Branch to E. New York) ; Queens, 13 ; Hyde Park, 16¼ ; Mineola, 19 (branch lines to Hempstead, 21¼ ; Roslyn, 23½ ; Glenhead, 25½ ; Glen Cove, 27½ ; and Locus Valley) ; Westbury, 22 ; Hicksville, 25 (Northport Branch to Syosset, 29 ; Huntington, 34½ ; Northport, 40 ; St. Johnsland, 45 ; Smithtown, 48¾ ; St. James, 51½ ; Setauket, 56½ ; and Port Jefferson, 59) ; Jerusalem, 28 ; Farmingdale,

MAP OF LONG ISLAND.

30; Deer Park, 36; Brentwood, 41; N. Islip, 42½; Lakeland, 48; Holbrook, 50; Medford, 54; Bellport, 56½; Yaphank, 59; Manor, 65 (divergence of Sag Harbor Branch to Moriches, 70; Speonk, 73; W. Hampton, 75; Quogue, 78; Good Ground, 83; Southampton, 90; Bridgehampton, 96; and Sag Harbor, 100); Riverhead, 73; Jamesport, 78; Mattituck, 82; Cutchogue, 85; Hermitage, 88; Southold, 90; Greenport, 94.

Long Island includes the 2 S. E. counties of the State of N. Y., and, according to Walt Whitman, has the form of a fish. It is 140 M. long, contains 1,680 square M., and has (exclusive of Brooklyn) 144,210 inhabitants. On the N. is Long Island Sound ("the American Mediterranean"), which is 25 M. broad at its greatest width, and is the chief avenue of commerce and travel between N. Y. and the Eastern States. It is thought that when the obstructions at Hell Gate are removed, N. Y. City will change front to the E., and the European commerce will enter the port by way of the Sound. The island, at its W. end, shelters N. Y. Harbor, and at the E. end breaks into a chain of narrow peninsulas and islands. On the S. is a continuous line of broad lagoons, separated from the ocean by narrow sand-bars. The soil is an alluvial sandy loam, for the most part level, and very productive when fertilized. The population (outside of Brooklyn) is mostly agricultural and maritime, and supplies the metropolis with great quantities of fruit and vegetables, fish, oysters, and clams. The island is well served by lines of railroad and steamboats, and contains many favorite seaside resorts.

There were 13 tribes of Indians resident here, most of whom were engaged in the manufacture of wampum. The Montauks were the most formidable, and waged frequent wars with the Pequots on the mainland. The European occupation was commenced early in the 17th century, by the Puritans on the E., and the Dutch on the W. The former annexed their insular towns to Connecticut; but after the British conquest of N. Y. (in 1664) they joined the latter province. The island was held by the British army throughout the Revolution, unmolested save by forays made in whale-boats from the Conn. coast. The comparative mildness of the climate and the cheapness of the soil have induced many settlers to locate here since the completion of the railroad system.

Passing out through Hunter's Point (Long Island City), the train runs by *Woodside*, with its embowered villas, and *Winfield*, where the Flushing and N. Side R. R. crosses the present route. Station, **Jamaica** (*Remsen House; Union*), a pleasant and prosperous village in the midst of a district of market-gardens. It has 3,791 inhabitants, a new town-hall, 3 weekly papers, 7 churches, and several academies.

Jamaica was formerly the seat of the Jameko Indians, and was settled by men of New England in 1656, under permission from the Dutch authorities at N. Y. The name of Rusdorp was given to the village; and during the pestilence at N. Y., in 1702, the government of the province was located here. The S. Side R. R. (Route 4) passes through this village; and the Brooklyn Central Branch R. R. runs W. to Clarenceville, Woodhaven, Union Course (the race-course here has been discontinued), Cypress Avenue (with Cypress Hills Cemetery to the N.), and E. New York. Horse-cars also run to E. New York (connecting for Canarsie and Rockaway, and for Fulton Ferry). The low ridge called the Backbone of Long Island is seen on the L., as the train passes E. by Queens and the level commons of Hyde Park to *Mineola*, the county-seat.

A branch line runs 2½ M. S. to *Hempstead* (2 hotels), a place of 2,316 inhabitants, situated on the great Hempstead Plains, which are 15 M. long and 4 M. wide. 7,000 acres on the Plains were bought by A. T. Stewart, and a R. R. was built thence to Brooklyn, with intent to found a residence-city for the working-people of N. Y. Hempstead was settled in 1643 by a Puritan church from Weathersfield, Conn. Its leader was Rev. Richard Denton, of whom Cotton Mather said, "His well-accomplished mind in his lesser body was an Iliad in a nutshell." A branch of the S. Side R. R. leads S. from Hempstead to Rockaway Beach.

The Glen Cove Branch runs N. from Hempstead to **Roslyn** (*Mansion House*), a pleasant village at the head of Hempstead Harbor. In this vicinity is Cedar-

mere, the home of the venerable poet and journalist, William Cullen Bryant. S. E. of Roslyn is Harbor Hill, the highest summit on L. I. (319 ft.), whence are obtained pleasant views over the Sound; and a few M. N. W., on Manhasset Neck, is *Sands' Point*, with a quiet summer hotel. In this township (N. Hempstead) a colony of people from Lynn, Mass., settled about 1640, but were speedily driven away by the Dutch. S. L. Mitchill, the scientist, and Willard Post, the eminent physician, were natives of this town. From Roslyn, the train runs N. near Hempstead Harbor, to **Glen Cove** (**Pavilion House*, with broad piazzas fronting the water), the seat of a large starch-factory. Dr. Valentine Mott was a native of this village. There are many Quakers in the vicinity, and the shores of the harbor are much visited in summer. The present terminus of the Glen Cove Branch is at *Locust Valley*, 4 M. N. E. of Glen Cove.

Beyond Mineola, the L. I. R. R. runs N. E., by the dairy-lands of Westbury, to Hicksville. To the N. is *Jericho*, which was bought of the Indians, in 1650, by Robert, the brother of Roger Williams. Here Elias Hicks, the Quaker schismatic, lived and preached from 1771 to 1830. He rode 10,000 M. on his missionary circuits, and preached over 1,000 times, and was an opponent of war and slavery. *The Northport Branch* runs from Hicksville N. E. to *Syosset*, whence stages run to Oyster Bay and Cold Spring (* *Wauwepek House*), a pretty village on Cold Spring Harbor. This deep inlet from L. I. Sound is much visited in summer; and its best hotel is * *Laurelton Hall*, a new and costly house, with 100 rooms, situated on a wooded hill overlooking the water (reached by steamboat from Pier 37 E. R., at 4 P. M.). Many farm-houses about Syosset Bay take summer boarders at moderate prices.

Lloyd's Neck, a high and far-viewing peninsula facing the Sound, was bought of the Sachem Ratiocan in 1654, and was formed into the manor of Queen's Village. It was fortified by the British in the Revolution, and the Duke of Clarence (afterward King William IV.) was an officer in the garrison. Here was the head-quarters of the Board of Associated Loyalists, whose irregular troops fought all along the Sound with the Connecticut whale-boat men. In July, 1781, Count Barras sent 3 French frigates from Newport to attack the fort, then garrisoned by 800 men. The naval bombardment was ineffectual, the column of troops (under Baron de Angely) which assaulted the works was repulsed, and the expedition returned to Newport. In 1778–9, Simcoe's Queen's Rangers occupied and fortified Oyster Bay; and later in the same year the Americans attacked Lloyd's Neck at night, carried the works, and led the garrison (500 men) captive to Connecticut. In 1672, George Fox preached from a large rock, which is still shown, in Oyster Bay village. This place was the boundary between the Dutch and English colonies (as established by the Treaty of Hartford, in 1650), and was settled in 1653 by a nomadic Pilgrim church from Sandwich, Mass., the land having been purchased from Assiapum, Sachem of the Matinecocks. Near Oyster Bay (in 1776) was captured Capt. Nathan Hale of Congress's Own Regiment (Conn. line), who had been sent by Washington to examine the British camps and works at Brooklyn. He was executed the next day as a spy, and, though but 21 years of age, met his fate bravely, his last words being, "I only regret that I have but one life to give for my country." His farewell letters to his friends were destroyed by the British provost-marshal, "that the rebels should not know they had a man in their army who could die with so much firmness."

The train passes N. E. from Syosset to **Huntington**, which was founded in 1654, and was fortified in 1782 by Thompson's Royal Dragoons. Here were born B. Y. Prime, the poet, and N. S. Prime, the divine, whose sons, S. Irenæus and William C. Prime, have attained high ranks in their

respective departments of literature. The village is some distance N. of the station, and has 2,433 inhabitants, 6 churches, and several reputable schools. It is pleasantly situated on Huntington Harbor, one of the deep and irregular inlets which open on L. I. Sound. Station, Northport (*Northport House; Washington*), a sequestered village at the head of a deep and hill-environed harbor, much visited in summer. Shipbuilding is the chief industry. N. of *St. Johnsland* station is St. John's Church, a printing-office, and 13 other buildings, forming an Episcopal charitable establishment which pertains to St. Luke's Hospital, of N. Y. City. *Smithtown* station is N. of the village (founded in 1665, by Richard Smith, a veteran of Cromwell); and St. James is on Stony Brook Harbor. Near Smithtown Bay was the Tory Fort Slongo, which was stormed at dawn, Oct. 10, 1781, by 150 American troops. The train now passes *Setauket* (whose first pastor was the first American-born graduate of Harvard) and stops at **Port Jefferson** (large summer-hotel), a ship-building village with 3 churches and 1,500 inhabitants. A steam ferry-boat crosses the Sound to Bridgeport, Conn., twice daily. The trend of the coast E. from Port Jefferson is followed for many miles by a highway, which passes several obscure marine hamlets.

Beyond Hicksville the main line of the L. I. R. R. runs S. E. by Jerusalem and the sandy plains of Farmingdale, then turns to the E. by a line of hills and passes Deer Park and Brentwood, in the thinly populated town of Huntington. On the l. are the West and the Dix Hills. From N. Islip stages run S. to **Islip** (see page 48) in 4–5 M. The train now crosses the level brush plains to Lakeland, which is 1 M. S. of *Ronkonkoma Lake*, a pretty sheet of fresh water among the forests. There are several summer residences on the shores, and the sailing and perch-fishing are good. The Lake House is of good repute.

The Lake is 1 M. in diameter, "of singular transparency and wonderful depth," and is bordered by a beach of white sand. It has no inlet or outlet; and rises and falls every 4 years. To the S. extends the town of Islip, which was formerly densely populated by the Patchogue and Secatogue Indians, who were engaged in the manufacture of wampum (the money of the aboriginal Americans; consisting of the thick blue part of sea-clam shells, ground into the form of bugle beads, and strung upon hempen cords a foot long). The town was settled and named by immigrants from Islip, in old Oxfordshire; and was incorporated in 1700.

Beyond Lakeland the train passes the rural hamlets of Holbrook, Waverly, and Medford. From Bellport station stages run S. 3 M. to Bellport (see page 48). At *Yaphank* the line crosses the Connecticut River (of L. I.) and traverses the "Wild District." Stages run S. W. from Yaphank (and from Manor also) to **Centre Moriches** (*Ocean House; Moriches; Long Island; Baldwin*), a pleasant village which is much visited in summer. Large quantities of fish, crabs, and wild fowl are

sent thence to N. Y. Sail-boats run regularly across the Bay to the outer beach, where the *Havens House* is situated and surf-bathing is practised. There are numerous summer boarding-houses in Moriches and across the Tenillo River at E. Moriches ($6–10 a week). Beyond Yaphank the train traverses the Wild District to *Manor.*

The Sag Harbor Branch runs S. E. from Manor to *Moriches* (stages to the bay-side Moriches), *Speonk* (famous for the fine eels which are taken in the adjacent waters), *W. Hampton*, and *Quogue*, where there are several large boarding-houses. The lower hamlet is surrounded on three sides by salt water, and is on the isthmus which joins the great Fire Island Beach to the mainland. The Shinnecock Hills are on the l. and Shinnecock Bay is on the r., as the train passes near Good Ground and the lofty lighthouse of Ponquogue. At *Canoe Place* the line traverses a narrow isthmus between the Shinnecock and Great Peconic Bays, and reaches the remote Peninsula of Montauk. The Canoe Place clams are esteemed as the best in the N. Y. markets.

Southampton is a sequestered marine village near the ocean. It was settled in 1640 by a company from Lynn, Mass., who had been driven by the Dutch from the E. part of L. I.; and in 1644 it was annexed to Connecticut. The first minister of this theocratic colony was Abraham Pierson, who learned the language of the L. I. Indians and preached to them. According to Cotton Mather, he was "a true child of Abraham, and is now safely lodged in the *Sinu Abraha.*" His son was the first President of Yale College. Near Canoe Place, W. of Southampton, Paul Cuffee is buried, hard by his ancient church. He was a negro-Indian half-breed from the Elizabeth Islands; acquired wealth by seafaring pursuits; devoted his life to the elevation of the two downtrodden colored races; and was one of the founders of Sierra Leone. On a long peninsula W. of Southampton dwells the Shinnecock tribe of Indians, a peaceful Christian clan whose young men make daring sailors and whale fishermen. Like most of the tribes along the Atlantic, they are ranked as an alien community, and are not liable to the duties of voting and paying taxes. The peninsula was sold by the sachems to the town in 1703; and was then leased back to the tribe for the term of 1,000 years, at an annual rent of one ear of corn.

The train passes Mecox Bay and Bridgehampton, and runs N. E. to **Sag Harbor** (* *E. End House*), a village of 1,723 inhabitants, with a bank and 3 weekly papers. It is situated at the head of Northwest Bay, amid fine marine scenery which has been described by Cooper in the "Sea Lions."

Sag Harbor was settled by Mass. fishermen in 1730, and was made a port of entry in 1784. At an early date whales were killed by boats from the beaches in this vicinity; and in 1841 Sag Harbor had a whaling fleet of 43 vessels (40 of which were ships). 1,025 mariners were employed on these vessels; the voyages were made to the S. Atlantic and Pacific, and averaged 16 months in duration; and in 1841 there were brought into this port 6,726 barrels of sperm, 58,827 of oil, and 482,110 lbs. of whalebone. The gold-fever in California paralyzed this maritime industry, and in 1870 there were but 4 whaling-vessels owned here. For 25 years the village has been decadent; but since the construction of the R. R. (1869) it has revived somewhat, and is now much visited in summer. In May, 1777, 130 Americans crossed L. I. Sound from New Haven in whale-boats, and surprised by night the British garrison at this point. The military stores here collected and 12 vessels in the harbor were burned, and 90 royalist soldiers were led into captivity. In 1813 a boat expedition from the British fleet, which

lay in Gardiner's Bay throughout the War of 1812, attempted to cut out some vessels from before the village; but the invaders were driven off by the fort and the militia. Steamboats run from Pier 16, E. R., N. Y. City, at 5 P. M. on Tues., Thurs., and Sat., to Orient, Greenport, New Suffolk, and Sag Harbor, — returning at 4 P. M. on the alternate days (the fare is $1.50). The steamer *Sunshine* runs from Hartford and New London (Conn.) to Greenport and Sag Harbor, leaving Hartford on Tues., Thurs., and Sat., and returning on alternate days.

East Hampton is 7 M. S. E. of Sag Harbor (daily stages), and 1 M. from the sea. It was founded in 1648 by men from Essex County, Mass., who protected the Indians from the fierce assaults of hostile tribes. From 1657 to 1667 it was a part of Connecticut; and in June, 1775, nearly every male inhabitant (253 in number) signed an agreement to support the Continental Congress. The village is one of the most quaint and sequestered on the Atlantic coast; and has gray old colonial houses, windmills, and a church which was built in 1652, rebuilt in 1717, and remodelled in 1822. Lyman Beecher, "the father of more brains than any other man in America," was pastor here from 1798 to 1810; and under his influence the street was planted with the elm-trees which are now the pride of the village. Summer boarders are taken at several houses. S. E. are several ponds of fresh water; S. is Napeague Beach (surf-bathing); and N. E. is the hamlet of Amagansett.

Montauk Point is 18–20 M. N. E. of East Hampton, and is reached by a lonely road running along the line of Napeague Beach. The E. part of the town (including 9,000 acres) is an unfenced moor, and is used for herding cattle. On this tract is the reservation where dwells the poor remnant of the Montauk Indians under the Sachem Pharaoh. Long Island was, in the older days, the mint of the American Indians, and most of its tribes were engaged in the manufacture of wampum. The Montauks were the bravest and most powerful of the island tribes, and waged fierce wars with the continental Indians. The Sachem Wyandance ruled about the middle of the 17th century, and was an able and sagacious chief, who welcomed the English colonists and became their allies. There are many quaint legends connected with this district. Beyond Amagansett the road traverses for many M. the narrow sandy neck between the ocean and Napeague Bay, where millions of menhaden are caught yearly, and are used for oil and manure. A revenue-cutter cruises off and on in this vicinity to prevent smuggling; and 5–6 M. to the N. Gardiner's Island is seen. The most easterly point of L. I. is nearly insulated by Fort Pond, and is partly occupied by Great Pond, a sheet of fresh water covering 500 acres. On the extreme E., situated on a bluff over the sea, is the lofty tower which was built in 1860 for the Montauk Light. It is an intense fixed light, with 2 revolving glasses, and a white flash, which is visible for 19½ M. This superb mechanism was sent by the French Government to the N. Y. Crystal Palace, and was afterward presented by France to the United States. The * view from the gallery is one of the finest on the coast, and includes Block, Gardiner's, Shelter, Fisher's, and the Gull Islands, the shores of Conn. and R. I., and a broad sweep of the ocean. Visitors may be accommodated at the small cottage near the lighthouse if *in extremis;* and summer camps are sometimes made in the vicinity. A pleasant excursion may be had by running down in a sail-boat from Sag Harbor by Gardiner's Island and Napeague Bay to Montauk Point.

> "Ultima Thule of this ancient isle,
> Against whose breast the everlasting surge
> Long travelling on, and ominous of wrath
> Forever beats."
>
> MRS. SIGOURNEY.

The train runs near the Peconic River to the prosperous village of **Riverhead** (*Griffin Hotel; Suffolk; L. I.*), with 3 churches, 2 high-schools, and the county buildings of Suffolk County. The surrounding country is pleasant, and a few deer and trout (protected) are found in the vicinity. The line now lies near the N. shore of Peconic Bay, through the populous farming district which is served by the station of Jamesport. Station, Mattituck (*Mattituck House; Odell House*), among the low wooded hills between Peconic Bay and L. I. Sound, and well served with crabs from an estuary to the N. *New Suffolk* lies to the S. E. on Great Peconic Bay, and is a summer resort. Cutchogue is 1 M. N. W. of the pleasant village of that name, which is much favored by city visitors. Beyond Hermitage (otherwise called Peconic) the train stops at **Southold** (*Southold Hotel*), a quiet and cultured hamlet which is near the Sound on the N. and the Bay on the S. Fishing, sailing, and driving are the summer amusements here. 2 – 3 M. N. on Horton's Point is a fixed white light which is visible 16½ M. Crossing an arm of Greenport Harbor, the train reaches the terminal station at **Greenport** (*Clark's Hotel; Peconic; Wyandank*), a thriving village with 1,819 inhabitants, 6 churches, and 2 weekly papers. The roadstead is deep and well sheltered (by Shelter Island); and this was formerly one of the chief whaling ports. The cod-fishery employs several vessels; and a large fleet (including also steamers) is used in the menhaden fishery. There are 17 factories near the village where the oil is extracted, after which the refuse animal matter is used to fertilize the fields. All manner of aquatic sports are practised by the numerous city guests who make Greenport their summer home. (Steamers to N. Y. and Hartford, see page 53.) The beaches are of sand, affording still-water bathing; and wild ducks are successfully hunted in their season. 9 M. E. (daily stages) down the narrow peninsula is *Orient Point*, with its great * summer-hotel (300 guests); and at Orient Village are 4 boarding-houses ($ 8 – 10 a week).

Plum Gut is a narrow strait separating Orient Point from *Plum Id.*, which covers 800 acres, and was bought of the Corchoug Indians in 1659. To the N. E. are the small *Gull Ids.*, one of which has a lighthouse tower 62 ft. high. Farther N. E., across the deep channel called the Race, and within 4 M. of New London, Conn. (see Osgood's *New England*), is *Fisher's Island*, 9 M. long and 1 M. wide, containing 4,000 acres, and used for grazing and hay crops. It was named Vissher's Id. by Adrian Block, in 1614, was bought by Gov. Winthrop in 1644, and still remained in the Winthrop family in 1843. **Shelter Id.** (ferry from Greenport) is a picturesque and irregular-shored island 6 by 4 M. in extent, with rolling hills, fresh ponds, and numerous deep inlets. It is being opened up as a summer retreat, and is the seat of a large Methodist camp-meeting ground. Shelter Id. was the home of the Manhasset Indians, and early became an appanage of the Earl of Stirling. Settlements were made in 1652; and in 1673, when, after the Dutch re-conquest of N. Y. City, the 3 Puritan towns on the E. of L. I. refused to acknowledge their authority, a Dutch fleet took this island, but was checked from further operations by the crossing of troops from Conn. In 1764 George Whitefield preached here with such success that he was constrained to ask, "And is Shelter Island become a Patmos?" The town was incorporated in 1730, and in

1870 had 686 inhabitants. 8 M. to the E. is **Gardiner's Id.,** containing 3,300 acres of undulating land. It was the Monchonock of the Indians, who sold it to Lyon Gardiner in 1639 for some rum and blankets, a gun, and a large black dog. Here Gardiner, a veteran of Cromwell's and the Low Countries Wars, made the first English settlement within the present State of N. Y. In 1640 the adjacent peninsula of Southold (the Indian Yennecock) was settled by men of New Haven and a migratory church from Hingham, and was governed by the Mosaic code, under Rev. John Youngs, one of the "77 first ministers of New England, that first enlightened the dark regions of America with their ministry" (COTTON MATHER).

Shelter Island is now a favorite place of summer rest. The * Manhanset House is a large and picturesque summer-hotel, in a park of 200 acres at the N. end of the island, near the quiet Dering Harbor. There are many pleasant drives through the rich country beyond, by groves of noble old oaks, and near deeply recessed arms of the sea. Broad views over land and water are afforded from the hills. Much water-fowl is to be found in the beaches and uplands, and fish abound in the bays and inlets. Shelter Island is easily reached by the steam-ferry from Greenport (1 M. distant), which connects with the trains and boats at that village.

Capt. Kidd was a bold N. Y. mariner, who was sent out with an armed vessel to chase the pirates from the coast. He succeeded, and sailed on the *Adventure* with 150 men, to chastise the freebooters of the E. Indies. But after rounding the Cape of Good Hope he turned pirate himself, and cruised from the Red Sea to Malabar, then crossed the Indian and Pacific Oceans, rounded Cape Horn, and swept the W. Indies. He was captured in Boston, and was executed in London in 1701. Thousands of visionary men have made excavations all along the N. Atlantic coast in hope to find treasures that Kidd had buried; and but a few years since costly operations to this end were carried on at the Dunderberg Mt., far up the Hudson River. Kidd landed on Gardiner's Id. after his predatory circuit of the world, and buried vast treasures, of which 75 ounces of gold, 633 ounces of silver, and large quantities of rare jewels and precious stones were recovered in 1699 by the Earl of Bellomont, Gov. of Mass.

6. Long Island. The Northwest Shore.

Steamboats. The *Arrowsmith* leaves Pier 24, E. R., and 33d St., at 9.15 A. M. for Whitestone, Sands' Point, Sea-Cliff Grove, and Glen Cove, returning at 1.45 P. M.; and leaves Pier 24 at 5 P. M. for Whitestone, Great Neck, and Port Washington, returning early next morning. The *Seawanhaka* leaves Pier 24, E. R., at 4 P. M. for Whitestone, Fort Schuyler, Great Neck, Sea Cliff, Mott's Dock, Sands' Point, Glen Cove, Glenwood, and Roslyn, returning early next morning. The *D. R. Martin* leaves Pier 37, E. R., and 33d St., at 4 P. M. for City Id., Bayville, Lloyd's Neck, Laurelton, Huntington, and Cold Spring, returning early next morning. The *Osseo* leaves Peck Slip, E. R., at 10.50 A. M. for Flushing and College Point; and at 4 for Unionport and College Point.

The Flushing and N. Side R. R. runs from Hunter's Point to Woodside, 3 M.; Winfield, 4; Newtown, 5; Flushing, 8; College Point, 9; Whitestone, 11; Bayside, 11; Great Neck, 14.

The railroad is the more expeditious route, but the steamboats will be preferred by tourists, as showing the interesting shores of L. I. Sound. Passengers on these vessels can return to N. Y. the same day. **Flushing** is a cultured and wealthy village at the head of Flushing Bay, with 6,223 inhabitants, 8 churches, and 3 newspapers. It is famous for its academies, one of which (Erasmus Hall) is the oldest in the State; and for its great tree-nurseries and botanical gardens. Many N. Y. merchants have villas near the village; and the surrounding district has several pleasant drives. In the N. part is a monument to the soldiers who fell in the Secession War. Flushing was settled by English Quaker

exiles from Holland in 1645, and was then named Vlissingen. *The Central R. R. of L. I.* passes from Hunter's Point through Flushing to Stewart's Purchase on Hempstead Plains and Babylon. *College Point* is a new village of 3,652 inhabitants, situated near the point on which St. Paul's College was founded. Whitestone (*Whitestone Hotel*) is a manufacturing village, near the Sound. Near Great Neck Landing is the *Oriental House*, a pleasant summer resort; and on *Sands' Point* is another retired and fashionable hotel. On Wilkins Point new U. S. fortifications are being erected, which, with Fort Schuyler (318 guns) on the opposite shore, command the entrance to N. Y. from L. I. Sound. The steamboats for Roslyn, Cold Spring, the Sound ports, and the Boston lines, after passing up the East River (see page 35), turn to the E. above Astoria and pass through Hell Gate (8 M. from the Battery and 8 M. from Throgg's Neck), with Ward's Id. on the l. Woolsey's Point is then rounded on the r., and the boat passes Riker's Id. (a rendezvous for troops during the Secession War), with Flushing Bay opening to the S. E. Running now between College Point and Whitestone on the r. and the Westchester shores on the l., the massive fortifications of Fort Schuyler and Wilkins Neck are passed, and the course is laid N., with the hills of Great Neck on the r. and Throgg's Neck on the l. Off Pelham Neck are seen City Id. and Hart's Id. (with its correctional institutions). Passing a small cluster of islets on the l. and Sands' Point lighthouse on the r., the steamer enters the broader waters of the Sound.

7. New York to Vermont. The Harlem Route.

The N. Y. and Harlem R. R. was completed in 1852, and runs N. from N. Y. along the borders of New England to Chatham, on the Boston and Albany R. R. (128 M.), whence the Harlem Extension R. R. runs N. to Rutland, Vermont (108 M.). The morning mail-train from N. Y. connects through to Rutland. The line traverses a highly picturesque region, passing on the W. side of the Salisbury and Berkshire Hills, and ascending the valleys of the Green Mts. Fare to White Plains, 70c.; to Bedford, $1.20; to Pawling, $2; to Millerton, $2.50; to Chatham Four Corners, $2.75.

Stations, Grand Central Depot; Harlem, 4 M.; Mott Haven 4½; Melrose, 6; Morrisania, 7; Tremont, 8; Fordham, 10; Williams' Bridge, 11 (divergence of the N. Y. and New Haven R. R.); Woodlawn, 13; W. Mt. Vernon, 14; Bronxville, 16; Tuckahoe, 17; Scarsdale, 20; Hartsdale, 21; White Plains, 23; Kensico, 26; Unionville, 29; Pleasantville, 31; Chappaqua, 33; Mt. Kisco, 38; Bedford, 40; Katonah, 43; Golden's Bridge, 45 (divergence of N. Y. and Lake Mahopac R. R. to Somers Centre, 49; Lake Mahopac, 52½); Purdy's, 47; Croton Falls, 49; Brewster's 53; Dykeman's, 56; Towner's, 59; Patterson, 61; Pawling, 65; S. Dover, 71; Dover Plains, 78; Wassaic, 82; Amenia, 86; Sharon, 88; Millerton, 93; Mt. Riga, 97; Boston Corners, 100; Copake, 106; Hillsdale, 110; Craryville, 112; Martindale, 116; Philmont, 120; Ghent, 126; Chatham Four Corners, 128 (the Boston and Albany R. R. diverges to Albany, 152 M. from N. Y.) Harlem Extension R. R. stations, from N. Y. to Chatham, 133 M.; Rider's Mill, 139; New Lebanon, 146; Lebanon Springs, 155; N. Stephentown, 159; Centre Berlin, 162; Berlin, 167; Petersburg, 172; Troy and Boston R. R. Junction, 175; E. Hoosick, 178; Bennington, 181; N. Bennington, 185; S. Shaftsbury, 187; Shaftsbury, 192; Arlington, 197; Sunderland, 200; Manchester, 206; E. Dorset, 211; N. Dorset, 214; Danby & Mt. Tabor, 218; S. Wallingford, 223; Wallingford, 226; Clarendon, 230; Rutland, 236 (connecting with the Central Vermont R.R.).

The train passes out from the Grand Central Depot, and runs N. E. for 4 M., passing many fine buildings pertaining to the educational and charitable interests of the city. On the l. are seen the Central Park, Mt. Morris, and the distant heights of Fort Washington. A short distance beyond the broad Harlem River, the N. Y. Central & Hudson River R. R. diverges to the l., and the train enters the rural districts which were recently annexed to N. Y. City. Mott Haven is the seat of extensive iron and steel works; and from Melrose a short railroad leads S. E. to Port Morris, on Long Island Sound.

To the W. is the site of the old Morris mansion. In 1670, Richard Morris, an officer of Cromwell's army, bought 3,000 acres in this vicinity; and in 1697 this estate was formed into the Manor of Morrisania by his son Lewis (chief-justice of N. Y. and N. J., and Gov. of N. J., 1738–46). Here were born Lewis Morris's sons, — Staats, a British general and M. P.; Richard, chief-justice of N. Y.; Gouverneur, one of the most eminent statesmen of N. Y.; and Lewis, a signer of the Declaration of Independence (his 3 sons were brave officers of the Continental army; his grandson was killed in the assault on Monterey; a second grandson commanded the Mediterranean fleet in 1802–3; and a great-grandson, Lewis O. Morris, colonel of the 113th N. Y., was killed in the battle of Cold Harbor, Va.). Gen. Moreau, Louis Philippe of France, and many other eminent men, received the munificent hospitality of this mansion.

A picturesque region, traversed by fine roads and dotted with villas, extends E. to the Sound. Near the Bronx River is the grave of Joseph Rodman Drake, a gifted poet (author of "The Culprit Fay"), who died at the age of 25, and to whose memory Fitz Greene Halleck wrote the lines beginning: —

"Green be the turf above thee,
Friend of my better days:
None knew thee but to love thee,
None named thee but to praise."

Tremont and *Fordham*, the next 2 stations, have each over 2,000 inhabitants. E. of Fordham station is St. John's College, a flourishing Jesuit institution, with several buildings on 20 acres of land, 10 professors, 77 undergraduates, and 150 students in other departments. The St. Joseph Theological Seminary is located here. St. Mary's Church is a neat Gothic structure. Near this village are the mills and estates of the Lorillards; on the N. is the Jerome Skating Pond; and about 1½ M. W. is ***Jerome Park**, a fine race-course under the care of the American Jockey Club. The train now runs N. near the Bronx River, and 1 M. beyond Williams Bridge passes *Woodlawn Cemetery*, a broad undulating tract of 400 acres, which is patronized by N. Y. City families (the R. R. runs special trains for funerals).

Among the many fine monuments here is the grave of Admiral Farragut, perhaps the foremost officer in the history of the U. S. Navy. He was born near Knoxville, Tenn., in 1801 (of Balearic parentage), and was a midshipman on the *Essex*, in 1814, when she was captured by 2 British frigates in Valparaiso Harbor. Thereafter, for 48 years, he commanded various vessels of the fleet, and on April 24, 1862, he led the squadron that passed the Rebel forts at New Orleans, destroyed the gunboats, silenced the batteries, and took the city. In the same year he attacked Vicksburg, and captured Corpus Christi, Sabine Pass, and Galveston. In 1863 he blockaded the Mississippi from Vicksburg to New Orleans, and thus cut the Confederacy in two; and co-operated in the capture of Vicksburg and Port Hudson. Aug. 5, 1864, he commanded the naval forces which passed through

the fire of the Mobile forts, and annihilated the powerful Rebel fleet in the harbor. He received the thanks of Congress in Dec., 1864; was made Admiral in 1866; and in 1867–8 was honored with triumphal receptions in the chief ports of the 3 continents of the Old World. He died at Portsmouth, N. H., Aug. 14, 1870.

The N. Y. and New Haven R. R. diverges from above Williams Bridge, and passes the thriving villages of Mt. Vernon (near a large farm-school under Lutheran Deaconesses) and **New Rochelle** (*Banks' Hotel*). The latter place has many beautiful villas, and near the shore of the Sound is the *Neptune House*. It was settled by Huguenot refugees in 1691, after the fall of La Rochelle, and the French language was long used here. The State of N. Y. granted a tract of land in this town to Thomas Paine,[1] on which a monument has been erected to his memory.

Station, *Mamaroneck*, "the place of rolling stones," near which (Oct. 21, 1776) the Delaware and Maryland troops beat up the quarters of the Queen's Rangers and killed and captured 80 men. Rye station is near the favorite *Rye Beach* (Cedar Grove House) on L. I. Sound, whence remarkable mirages are sometimes seen. **Port Chester** (*De Soto House*) is a flourishing village, with 5 churches and nearly 4,000 inhabitants. Just beyond this station the train crosses the Byram River and enters New England, passing on to New Haven, Hartford, Springfield, Worcester, and Boston (or to Boston by way of New Haven, New London, Stonington, and Providence). See Osgood's *New England*.

The Harlem train next crosses[2] and recrosses the Bronx River, passes the factories of *Bronxville* and the great marble quarries of *Tuckahoe*, and continues on the E. of the Thirty Deer Ridge to *Scarsdale*. Vice-President Tompkins was a native of Scarsdale, and Cooper was a resident here. **White Plains** (*Orawaupum House*) is a pleasant and thriving village, with 5 churches and the public buildings of Westchester County. Its site was covered with white balsam flowers, and hence the name was derived. To the N. and N. E. are St. Mary's Lake and Rye Pond, abounding in pickerel; and S. W. of the station is Chatterton's Hill, where was fought the Battle of White Plains.

After the Anglo-Hessian army had forced Washington to retire from Manhattan Island, he formed fortified lines along the Bronx River from Fordham to White Plains. Oct. 28, 1776, the hostile army, numbering 13,000 men, advanced to attack the position at White Plains. Under cover of 20 guns, they threw a bridge across the Bronx, and the light infantry and Hessian grenadiers attacked Chatterton's Hill. The American artillery mowed down whole platoons of the assailants, and the Delawares, Marylanders, and New-Yorkers held the hill in a hand-to-hand conflict. At last they were overwhelmed by numbers, and the militia were dispersed by cavalry charges, upon which the sorely pressed Continentals retired with their wounded and artillery to the lines about White Plains. Two days afterward, Washington fell back to the fortified heights of North Castle, and Howe retired to Manhattan Island.

Station, *Kensico*, between the pleasant highland towns of Mt. Pleasant and N. Castle. Upon the heights of the latter town, Washington led his weary army in retreat; and on Mt. Misery (in the S. E.) the Huguenots from New Rochelle cut off and exterminated a war party of Indians.

1 Thomas Paine was born in England, in 1737, and came to America in 1774. Early in 1776 he published a tract called "Common Sense," advocating republican independence; and in Dec. "The Crisis" was published, beginning with the words, "These are the times that try men's souls." This was read at the head of every Continental regiment, and aroused the drooping spirits of the army and people. Paine then filled several offices in the U. S., but went to France in 1791, and was elected to the National Convention. After a stormy life in Europe, during which he attacked Burke in "The Rights of Man," and advocated atheism in "The Age of Reason," he returned to New Rochelle in 1802, and died there in 1809. 10 years later, Wm. Cobbett removed his remains to England.

2 When the train crosses the Bronx just beyond Woodlawn, it leaves N. Y. City, whose municipality includes (since recent annexations) the 3 former towns of Morrisania, W. Farms, and Kings Bridge, — bounded W. by the Hudson River, E. by the Bronx River, and N. by a line running due W. from the Bronx above Woodlawn.

There are many pretty lakes in North Castle, and the Connecticut line is quite near Kensico. A picturesque road leads S. W. to Tarrytown, on the Hudson. The line now leaves the Bronx Valley and ascends light grades to the hill-villages of Unionville and Pleasantville (the latter place is 1 M. E. of the railroad, on the W. slope of Bear Ridge). Fox Hill is passed on the l., and the train stops at *Chappaqua*, a rural village 3 M. S. E. of the Chappaqua Sulphur Springs. Near the village is the farm where Horace Greeley was wont to seek rest and recreation when worn down by his labors.

Horace Greeley was born at Amherst, N. H., in 1811, and learned the printer's art at Poultney, Vt., between his 15th and 19th years. Going to New York in 1831, he started several newspapers (the *Morning Post*, *New Yorker*, *Jeffersonian*, and *Log-Cabin*); and in 1841 he founded the *New York Tribune*, which became one of the most powerful and spirited of the metropolitan newspapers. It advocated the abolition of slavery, the elevation of the laboring classes, and the protection (by tariff) of American manufactures. Mr. Greeley generally supported the measures of the Republican party from its origin until 1872, although favoring a more extended amnesty for the Southern States. In 1872 he was nominated as candidate for the Presidency by the Liberal Convention at Cincinnati, and by the Democratic Convention at Baltimore. After a long and bitter campaign, Grant was re-elected; and soon after, worn out by toil, Mr. Greeley died near New York. He was eccentric in costume and manners, and loved the quiet seclusion of his farm at Chappaqua. His powerful and pungent editorials made him the foremost journalist of his time.

The train now passes on to *Mt. Kisco*, a flourishing village just N. of Kisco Lake. From Bedford station, a highway runs 4 M. S. E. to *Bedford*, an ancient village in a fertile vale under Aspetong Hill (which commands fine views).

Bedford was founded by men of Bedfordshire, England, and was burned by British cavalry in 1779. 2 M. E. of Bedford station is the Jay mansion, where lived and died John Jay, great-grandson of a fugitive Huguenot of La Rochelle, and grandfather of the present U. S. Minister to Austria. He was a prominent Revolutionary leader, of "lofty disinterestedness and unyielding integrity"; was Minister to Spain, 1779–81; Secretary of State, 1784–9; Chief Justice of the U. S.; and Governor of N. Y., 1795–1801. He died at the homestead in 1829.

Station *Katonah*, a modern village named after the Indian chief who formerly ruled this district. From *Golden's Bridge*, a branch R. R. runs 7½ M. N. E., through Somers, to **Lake Mahopac**, a favorite summer resort. Visitors are accommodated at the *Gregory House; *Thompson's Hotel, 300 guests, $18–25 a week; Lake House; and several large boarding-houses, Wright's, Carpenter's, Dean's, Heroy's, $10–15 a week. The lake is 6–8 M. in circumference, and is surrounded by a boulevard, which forms a fashionable driveway. Its shores are very irregular, and are flanked by wooded hills; while several promontories make out into the water (notably Wood Point, from the S.). Petrea Island is nearly round, and is in the middle of the lake. Its abundant groves are a favorite resort of boating-parties. Grand and Fairy Islands are also visited. The water is very clear, and affords good fishing, for which a large flotilla of boats are kept at the hotels. The vicinity is thinly populated and rugged, and pleasant views of the lake are gained from the high hill-tops. Kirk Lake is near by, in the W.; and Wixsom Hill and Pond are N.

"The scenery around looks hard and Connecticut-esque; but the lake is a most lovely sheet of water, with 3 wooded islands in its bosom, and the outline of the horizon is free and bold." (N. P. Willis.) A road runs N. E. 4½ M., across the Croton Valley to **Carmel,** the capital of Putnam County, the seat of the Drew Seminary and Female College and the Raymond Collegiate Institute, and the birthplace of Daniel Drew. Mahopac is one of the chief of the highland lakes which supply N. Y. City with water by the Croton Aqueduct, of which there are 22 within 12 M. radius. 3 M. from Mahopac is Lake Gilead; 10 M. S. W., and near Peekskill, is Lake Mohegan; 5 M. S. W. is Lake Osceola; Oscawana Lake is about 8 M. W., among the rugged Highlands; Waccabuc Lake is 4 M. E. of Golden's Bridge; and Peach Lake is 4–5 M. E. of Croton Falls. All of these lakes are provided with summer hotels and boarding-houses.

Beyond Golden's Bridge the main line passes Purdy's Station and Croton Falls, and stops at *Brewster's Station*, a prosperous village in a lake-strewn country. Near this place are the works of the Borden Condensed Milk Company, and in the vicinity are profitable iron-mines. Stations, Dykeman's, Towner's, Patterson, and *Pawling* (trains stop for refreshments), an important point for shipping milk. ½ M. E. is Mt. Tom; and 3 M. N. is Quaker Hill, crowned by an old Quaker meeting-house, which was used as a hospital in the Revolution. Beyond S. Dover the train reaches Dover Plains (*Dover Plains Hotel*), in a deep limestone valley, which has many singular geological formations and picturesque ravines. At *Wassaic* the scenery is fine, and is said to resemble that of Harper's Ferry. The Taghkanic Mts. on the E., and the Fishkill Mts. on the W., close in over the Wassaic glen. The train now reaches Amenia (*Tuttle House*), a pretty village in which is seen the Amenia Seminary (on the l.). Amenia has 4 churches, and is the centre of an iron-mining district. Sharon Station is 3 M. from the village of Sharon, Conn. At **Millerton** the present route is intersected by the Dutchess and Columbia, Poughkeepsie and Eastern, and Conn. Western R. Rs., the latter of which runs E. 7 M. to the beautiful scenery of Salisbury (see Osgood's *New England*, Route 20). 69 M. S. E. by this line is Hartford, the capital of Conn. The Harlem train now ascends among fine scenery, passing Mt. Riga and other Conn. peaks close at hand on the r. *Boston Corner* belonged to Massachusetts, but was separated from that State by lofty mts., and was the scene of many prize-fights and other evils, to remedy which it was ceded to N. Y. in 1853. Mt. Everett and others of the Berkshire Hills (Osgood's *New England*, Route 23) are now seen on the r. Copake is near large iron-mines, and has a blast furnace. About 5 M. N. W. is Copake Lake; and 2 M. E. is "that grand ravine and its wild water, *** Bash Bish,**" with lofty cascades. The train runs N. and almost touches the Mass. boundary, then turns W. to *Hillsdale*, whence stages run N. E. across Egremont to Great Barrington, Mass. Stations, Craryville, Martindale, and Philmont (*Vanderbilt House*), a modern village, with paper, woollen, and carpet factories. Claverack is 5 M., and Hudson is 9 M., from this point. Beyond Philmont the line passes through fine scenery,

overlooking the Hudson River Valley and the Catskill Mts. At the hamlet of *Ghent* the Hudson and Boston R. R. is seen on the l., and continues near the present route to the junction of both lines with the Boston and Albany R. R. (Osgood's *New England,* Routes 21 and 22) at Chatham Four Corners The distance to Boston is 177 M.; and to Albany it is 24 M. The H and B. R. R. runs S. W. to Hudson in 17 M.

The Harlem Extension R. R. runs N. to Rutland, Vt., in 114 M. Passing several obscure rural hamlets, the train soon reaches **Lebanon Springs** (* *Columbia Hall,* a fashionable and elegant summer hotel; and several smaller houses, comfortable and less expensive). The thermal springs at New Lebanon have won an excellent reputation for their efficacy in diseases of the skin and liver. There are about 24 grains of solid matter and 6 cubic inches of gases to each gallon of the water. The temperature is 73°, and the spring discharges 500 gallons a minute. The water is used mostly for bathing, and this is the only thermal spring in N. Y. or New England. The village is 1,000 ft. above the sea, and is surrounded with picturesque scenery, and from Gilbert Hill the Hudson River and Catskill Mts. may be seen. There are many fine drives in this vicinity, the best of which is that to Pittsfield (12–15 M. E.) by a far-viewing road which passes near Perry's Peak. Shorter drives are those to Queechy Lake and to the Shaker village.

The *Shaker Village* is 2 M. S. of the Springs, and contains 5–600 persons, who own large tracts of land, and are engaged in farming and in making brooms, sieves, and baskets. 200,000 lbs. of herbs, seeds, and botanic medicines are put up annually. The village and farms are of spotless neatness. The Shakers originated from a French sect which went to England in 1705, and was there joined by Ann Lee, the wife of a Manchester blacksmith. In 1770, after emerging from a madhouse where she was confined for reviling matrimony, she announced, "I am Ann, the Word," and soon afterward came to America and was made the "Spiritual Head" of the sect. In 1780 she converted many people of New Lebanon, and established here "the capital of the Shaker world, the rural Vatican which claims a more despotic sway over the mind of man than ever the Roman Pontiff assumed." The Spiritual Head claimed the power of working miracles, and held that Christ's coming was not the fulfilment of "the desire of all nations, but that the second Divine advent must naturally be manifested in that particular object, to wit, woman, which is eminently the desire of all nations." The commonwealth covenant was accepted in 1795, and on Mother Ann's death the government was assumed by a hierarchy of 2 elders and 2 eldresses, called the Holy Lead. They remained secluded in the church at New Lebanon, appointed the minor clergy, and supervised their Scriptures, consisting of the "Holy Laws" and "Order Book," which were dictated by the Recording Angel. Unlike other sects, the Shakers claim that men may join their sect after death, and among other illustrious posthumous members, they count Washington, Lafayette, Napoleon, Tamerlane, and Pocahontas. "By frugality and industry they give us many useful things, but they do not produce what the Republic most needs, — men and women." To the E. near the Shaker village at Richmond Pond (Mass.), the Shakers formerly held weird night meetings on one of the Berkshire Hills. Their tradition states that here on Mt. Sinai they hunted Satan throughout a long summer night, and finally killed and buried him. Over his grave, to this day, Washington and Lafayette keep guard, mounted on white horses, and are seen on summer nights by those of the faithful who chance to pass their ancient shrine.

Beyond New Lebanon the train passes the rural hamlets of the towns of Stephentown, Berlin, and Petersburgh, with the rugged Taghkanick Mts. on the r. At *Petersburgh Junction* it crosses the Troy and Boston R. R., and soon afterward enters the State of Vermont, near Bennington (Bennington to Rutland, see Osgood's *New England*, Route 27).

8. The Hudson River. New York to Troy.

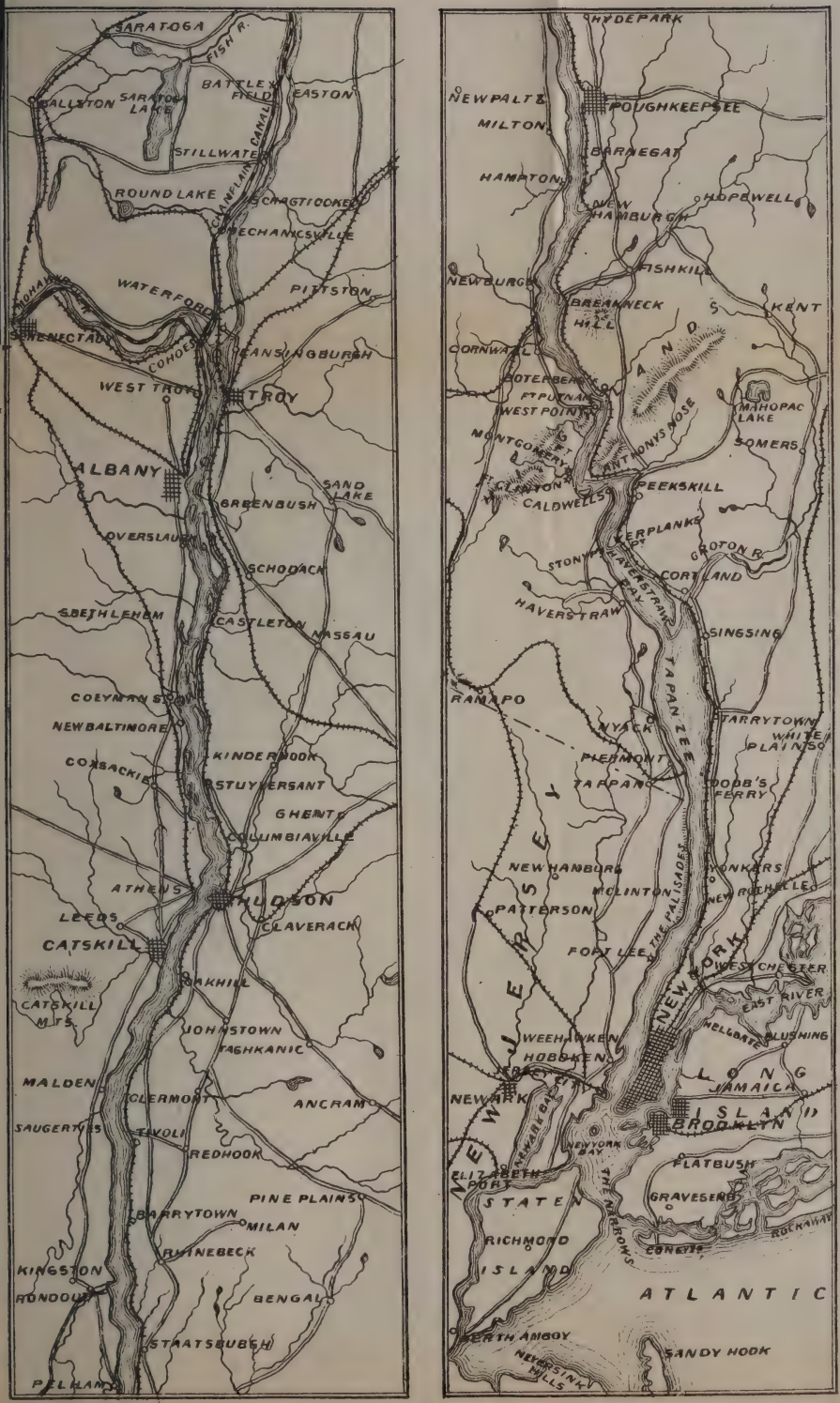
Besides the 3 lines of through steamers, there are many small and comfortable boats which ply between New York and the river-ports (see page 11; also the lists and time-tables suspended in the hotel-offices). A pleasant excursion may be made by taking the day-boat as far as Hudson (114 M.), and returning to New York by the express-train. The great steamboats of the through lines are the most elegant river-boats in the world, and are furnished with every appliance for the comfort of the traveller. Fare, $2 (exclusive of meals, which are well served at fixed prices); or, for the trip to West Point, Cornwall, or Newburgh and back, returning the same day, $1. Through tickets to Saratoga by this route, $3.50. The day-boats (the *C. Vibbard* and *Daniel Drew*) leave the foot of Vestry St., New York, at 8.30 A. M., and 23d St. 15 minutes later. They stop at Yonkers at 9.30, and connect in the Tappan Zee with the ferry-boat to Nyack and Tarrytown. West Point is reached at 11.30; Cornwall at 11.55; Newburgh at 12.15 P. M.; Milton at 12.55; Poughkeepsie at 1.10; Rhinebeck at 2; Tivoli at 2.35; Catskill at 3.20; Hudson at 3.40; and Albany at 6 P. M.

The Hudson River Division of the N. Y. Central R. R. may be preferred to the boats in winter or in stormy weather. Trains leave the Grand Central Depot, and pass through the lines of public and charitable buildings in the upper city, with the Central Park on the l. Beyond the Harlem River they diverge from the Harlem R. R., and follow the river and Spuyten Duyvil Creek to the Hudson, whose E. bank is traversed generally all the way to Albany. 10–12 trains daily leave the old station at the corner of 30th St. and 10th Ave. (reached by the Elevated Railway from lower New York) and run to Tarrytown, passing the stations of Manhattan, 152d St., Fort Washington, Inwood, etc. The Montreal, Chicago, and Pacific express trains (from the Grand Central Depot) run at the rate of 30–36 M. an hour, and make but few stops. They are chiefly composed of drawing-room cars; and passengers who secure seats on the l. side will have pleasant views of the river and its W. bank. Steam-ferries connect the line with the chief towns on the W. bank.

Times and Fares. New York to Tarrytown, 1–1½ hrs., 62c.; to Poughkeepsie, 2½–3½ hrs., $1.83; to Hudson, 3½–6 hrs., $2.28; to Albany, 4½–7½ hrs., $3.10.

Stations. Grand Central Depot; Spuyten Duyvil, 11 M.; Riverdale, 12; Mt. St. Vincent, 13; Yonkers, 14½; Hastings, 19; Dobbs' Ferry, 20; Irvington, 22; Tarrytown (and Nyack), 25; Scarborough, 29; Sing Sing, 30; Croton, 34; Cruger's, 37; Montrose, 38; Peekskill, 41; Fort Montgomery, 45; Garrison's (West Point), 49; Cold Spring, 52; Cornwall Station, 54; Dutchess Junction, 57; Fishkill (Newburgh), 58; Low Point, 62; New Hamburgh, 64; Milton Ferry, 69; Poughkeepsie, 73; Hyde Park, 78; Staatsburgh, 83; Rhinebeck, 88; Barrytown, 94; Tivoli, 98; Germantown, 104; Livingston, 107; Catskill Station, 109; Hudson, 114; Stockport, 118; Coxsackie, 121; Stuyvesant, 123; Schodack, 129; Castleton, 133; E. Albany, 141½; Albany, 142; Troy, 148.

The Hudson River takes its rise in a lofty mountain-lake, 300 M. N. of N. Y. City, and, descending thence through the defiles of the Adirondacks, receives the waters of Schroon Lake, and breaks through the Luzerne Mts. in a series of long rapids. It passes through a tumultuous course until Troy is reached, where the ocean-tides are met. Below this point the stream is deep and quiet, and is the avenue of an immense commerce, chiefly in lumber, coal, stone, ice, manufactured goods, and Western grain (in great clusters of freighted canal-boats, drawn by towing-steamers). The passage of the river through the Appalachian mountain-system at the Highlands and the long and lofty trap-dike called the Palisades are remarkable for their scenic effect. Many travellers prefer the Hudson to the


SARATOGA
FISH R.
BATTLE FIELD
EASTON
BALLSTON
SARATOGA LAKE
CHAMPLAIN CANAL
STILLWATER
ROUND LAKE
CHAGTICOKE
MECHANICSVILLE
WATERFORD
PITTSTON
SCHENECTADY
COHOES
LANSINGBURGH
WEST TROY
TROY
ALBANY
SAND LAKE
GREENBUSH
OVERSLAUGH
SCHODACK
BETHLEHEM
CASTLETON
NASSAU
COLEYMANSVILLE
NEW BALTIMORE
KINDERHOOK
COXSACKIE
STUYVERSANT
GHENTS
COLUMBIAVILLE
ATHENS
HUDSON
LEEDS
CLAVERACK
CATSKILL
CATSKILL MTS.
OAKHILL
JOHNSTOWN
TAGHKANIC
MALDEN
CLERMONT
ANCRAM
SAUGERTIES
TIVOLI
REDHOOK
PINE PLAINS
BARRYTOWN
MILAN
RHINEBECK
KINGSTON
RONDOUT
BENGAL
STAATSBURGH
PELHAM
HYDEPARK
NEWPALTZ
POUGHKEEPSIE
MILTON
BARNEGAT
HAMPTON
NEW HAMBURGH
HOPEWELL
NEWBURGH
FISHKILL
BREAKNECK HILL
KENT
CORNWALL
HIGHLANDS
BOTTERBERG
FT PUTNAM
WEST POINT
MAHOPAC LAKE
MONTGOMERY
ANTHONYS NOSE
SOMERS
FT CLINTON
CALDWELLS
PEEKSKILL
VERPLANKS
GROTON R.
STONY POINT
HAVERSTRAW BAY
CORTLAND
HAVERSTRAW
SINGSING
TAPPAN ZEE
RAMAPO
NYACK
TARRYTOWN
WHITE PLAINS
PIERMONT
TAPPAN
DOBB'S FERRY
NEW JERSEY
NEW HAMBURG
YONKERS
NEW ROCHELLE
CLINTON
PATTERSON
THE PALISADES
FORT LEE
NEW YORK
WEST CHESTER
EAST RIVER
WEEHAWKEN
HOBOKEN
MELLGATE
FLUSHING
LONG ISLAND
JAMAICA
NEWARK
BROOKLYN
NEWYORK BAY
FLATBUSH
ELIZABETH PORT
STATEN ISLAND
THE NARROWS
GRAVESEND
RICHMOND
CONEY I.
ROCKAWAY
ATLANTIC
PERTH AMBOY
SANDY HOOK
NEWARK BAY
NEWARK MEADOWS

Rhine; and George William Curtis says of it, "The Danube has in part glimpses of such grandeur, the Elbe has sometimes such delicately pencilled effects; but no European river is so lordly in its bearing, none flows in such state to the sea." The beauties of the Hudson have been a favorite theme of American poets and artists; and its ancient folk-lore has been illuminated by the genial wit of Willis and the beautiful language of Irving. The history of the European occupation of this valley covers 265 years, and until within a century it abounds in picturesque incidents. The river was called the Shatemuc and the Mohegan by the Indians until its exploration by Hudson,[1] in September, 1609, after which the Dutch named it the North River, and also the Mauritius (in compliment to Prince Maurice). The French called it *La Riviere des Montagnes;* and the English finally applied the present name, in honor of the discoverer.

As the great steamer passes out into the stream, a fine view is afforded of the harbor in the distance, — the populous shores of Jersey City and Hoboken on the W., and the dense lines of piers and warehouses on the N. Y. shore. Above Hoboken are the Elysian Fields and Castle Hill, crowned by the Stevens mansion; and still beyond is *Weehawken,* the scene of a fatal duel in 1805.

Aaron Burr, Vice-President of the U. S., challenged Alexander Hamilton, a distinguished statesman and jurist, and for 6 years Secretary of the U. S. Treasury. There was no pretext but political antagonism; and Hamilton, in deference to the public sentiment of the time, appeared on the duelling-ground, but declined to fire. Burr took deliberate aim, and fatally wounded Hamilton, who died 30 hours after, amid the mourning of the nation. "Burr lived more than 30 years, a fugitive, like Cain, and suffering the bitter scorn of his countrymen."

The great Manhattan Market is seen on the r. (foot of 34th St.), below Weehawken; and farther up (l.) is Bull's Ferry. At Manhattanville is seen the Lunatic Asylum; and above this is the Deaf and Dumb Asylum, on the heights of Fort Washington. Opposite the latter is Fort Lee (see page 28); and opposite Inwood (N. Y.) is the imposing and loftily situated summer hotel, the * *Palisades Mountain House* (300 guests; reached from Englewood, on the Northern R. R. of N. J.). The * **Palisades** are 250–600 ft. high, and extend from Hoboken to Piermont, with a continuation along the Tappan Zee to Haverstraw and Point-no-Point. The ridge is a basaltic trap-dike, and is but ¾ M. wide in some places, separating the Hudson from the Hackensack Valley. The summit of the precipice is thickly wooded; and it looks almost as lonely and desolate as the cliffs of the Saguenay. Above Inwood the mouth of *Spuyten Duyvil Creek* is seen on the r.

This stream is named after a legendary Dutch trumpeter, hurrying down with a summons to arms when New York was menaced by 900 Indians. "He took a hearty embrace of his stone bottle, swore most valorously that he would swim across in spite of the Devil (*en spyt den duyvel*), and daringly plunged into the stream. Luckless Anthony! Scarcely had he buffeted half-way over, when he was observed to struggle violently, as if battling with the spirit of the waters. Instinctively he put his trumpet to his mouth, and, giving a vehement blast,

1 Henry Hudson was a bold mariner of England who long labored, by Nova Zembla and the Siberian waters, to find a N. E. passage to India. In 1609 he sailed W. in the Dutch East India Company's vessel, the *Half-Moon*, coasted along Cape Cod and the Chesapeake, and ascended the Hudson River to the site of Troy. In 1610 he sailed in the bark *Discovery* to Greenland, Labrador and Hudson's Bay, where he was seized by his mutinous crew, and was set adrift in a small shallop, together with his son and 7 sailors. He was never heard of afterward.

sank forever to the bottom! . . . . Here an old Dutch burgher, famed for his veracity, and who had been a witness to the affair, related the melancholy affair, with the fearful addition (to which I am slow in giving belief) that he saw the Duyvel, in the shape of a huge moss-bonker (a species of inferior fish), seize the sturdy Anthony by the leg, and drag him beneath the waves." (IRVING.) At this place the Indians attacked Hudson's vessel (in 1609), but were repulsed after a severe conflict. The promontories of Spuyten Duyvil were strongly fortified by the British during the Revolution, and it formed the S. border of the "Neutral Ground," — a belt of about 30 M. wide, that was incessantly swept by the raids of the moss-troopers called Cow Boys and Skinners.

2½ M. above Spuyten Duyvil is *Riverdale*, near which are seen the stately buildings of Mt. St. Vincent, the Mother House of the Sisters of Charity, a Catholic order which has 67 establishments in and near New York. The castle of Font Hill is of blue granite and has 6 battlemented towers. It was built by Edwin Forrest; but after his domestic troubles he sold it to the Sisters, whose clergy now occupy Font Hill. The spacious buildings in the rear were erected by the Sisterhood, and are occupied by the nuns and their young lady pupils. 1½ M. from Mt. St. Vincent is **Yonkers** (* *Peabody House*), a pleasant town at the mouth of the Neperan River, with 12,733 inhabitants (in 1870), 1 daily and 3 weekly papers, and 9 churches. There are many fine villas in the vicinity, and pleasant drives. The population is largely composed of N. Y. City merchants and their families.

Yonkers occupies the site of the Indian village of Nappechamak, off which Hudson made his second anchorage, and bought oysters and beans from the natives ("a loving people, who attained great age"), who came out in 28 canoes. It lay in the domain of Colendonck, 24,000 acres in extent, which was ruled by the Patroon Van der Donck (1646–55). Much of this estate was afterwards acquired by the Philipse family, who erected a spacious stone Manor Hall near Yonkers, in 1682. Mary Philipse, the beautiful heiress of this estate (and the heroine of Cooper's novel, "The Spy") was the first love of George Washington (1756), and although he could not win her, he always remembered her fondly. She was attainted for treason after the Revolution, and her vast domains were sequestrated. The Manor House still stands at Yonkers (named from *Yonk Heer*, "a young lord"), and preserves its baronial halls, quaint carvings, wainscoting, and Dutch tiles. In 1777 a naval battle was fought off Yonkers between the British frigates *Rose* and *Phœnix* and a flotilla of American gunboats; and in 1778 Gist's Marylanders were driven from the place by the royalists under Tarleton and Simcoe.

The Palisades opposite Yonkers are 400 ft. high, and their most picturesque point is at Indian Head, 4 M. above, opposite Hastings-upon-Hudson. Much Westchester marble is shipped from Hastings. At this point Lord Cornwallis's British army crossed the Hudson, just before Washington's retreat through the Jerseys. On the heights above the village were 2 forts, whose cannonading greatly annoyed the British shipping on the river. Near Hastings is the stately old Livingston mansion, which was the head-quarters of Washington and the scene of the official conferences about the British evacuation of New York (1783). 1 M. above Hastings is *Dobbs' Ferry* (the scene of the legend of Hendrick and Katrina), an ancient village at the mouth of Wisquaqua Creek and below

the Greenburgh Hills. It is a summer home for many citizens, and the view up the Tappan Zee is very attractive (especially from near the quaint Zion Church). The place is named for one Dobbs, a Delaware Swede of the 17th century, who owned this district and kept a ferry here; and some years since a sharp controversy was raised by a well-sustained but unsuccessful attempt to change the name to Paulding. Opposite this place is **Piermont**, where a pier 1 M. long (just N. of the line between New York and New Jersey) projects from the W. shore to the deep-water channel. A branch of the Erie Railway runs thence to Suffern, 18 M. N. W.; and the Northern R. R. of N. J. passes the village on the route from N. Y. to Nyack. 2 M. from Piermont is the ancient village of Tappan, in the rich Hackensack Valley. Near this place, in 1778, Baylor's regiment of American cavalry was surprised at night by the British Gen. Gray, and two thirds of its men were massacred. The house (built in 1700) which was the head-quarters of the army in 1780 is still shown; and at this place Major André was executed, Oct. 2, 1780. At Dobbs' Ferry begins a beautiful lake-like widening of the river, 10 M. long and 2–5 M. wide, which has been renowned for two centuries under the name of the * **Tappan Zee.**

"Even the Tappan Sea in front was said to be haunted. Often, in the still twilight of a summer evening, when the sea would be as glass, and the opposite hills would throw their shadow half across it, a low sound would be heard, as of the steady, vigorous pull of oars, though not a boat was to be descried. . . . . Some said that it was one of the whale-boats of the old water-guard, sunk by the British ships during the war, but now permitted to haunt its old cruising-grounds; but the prevalent opinion connected it with the awful fate of Rambout Van Dam, of graceless memory. He was a roistering Dutchman of Spiting Devil, who, in times long past, had navigated his boat alone one Saturday the whole length of the Tappan Sea, to attend a quilting party at Kakiat, on the W. shore. Here he had danced and drunk until midnight, when he entered his boat to return home. He was warned that he was on the verge of Sunday morning; but he pulled off nevertheless, swearing he would not land until he reached Spiting Devil, if it took him a month of Sundays. He was never seen afterwards, but may be heard plying his oars, as above mentioned, being the Flying Dutchman of the Tappan Sea, doomed to ply between Kakiat and Spiting Devil until the day of judgment."

There is a legend of a stout, round, Dutch-built vessel, with high bow and stern, and bearing Dutch colors, sailing up the harbor of New Amsterdam in the teeth of wind and tide, and penetrated like a cloud by the cannon-shot from the Battery. She never returned down the Hudson, but was often seen by the Dutch skippers. "Sometimes near the Palisadoes, sometimes off Croton Point, and sometimes in the Highlands; but she was never reported as having been seen above the Highlands. Sometimes it was by the flashes of a thunder-storm, lighting up a pitchy night, and giving glimpses of her careering across Tappan Zee, or the wide waste of Haverstraw Bay. . . . . Sometimes, in quiet moonlight nights, she would be seen under some high bluff of the Highlands, all in deep shadow, excepting her topsails glittering in the moonbeams. . . . . Her appearance was always just after, or just before, or just in the midst, of unruly weather; and she was known to all the skippers and voyagers of the Hudson by the name of the *Storm Ship*." Some maintained that this phantom was the *Flying Dutchman*, passed from the stormy Cape of Good Hope to more tranquil waters. Others held that it was Hendrick Hudson and the shadowy crew of the *Half-Moon*, sailing to their weird revels in the Catskills. "It is said that she still haunts the Highlands, and cruises about Point-no-Point. People who live

along the river insist that they sometimes see her in summer moonlight, and that in a deep, still midnight they have heard the chant of her crew, as if heaving the lead." (IRVING.)

Passing now the classic portico of *Nevis*, the home of the Hamiltons (from Nevis, a West India Island, where Alexander Hamilton was born), and the Renaissance mansion of Caen stone, *Nuits*, owned by the Cottinets, the modern village of Irvington is seen on the r. Just N. of this place is * **Sunnyside,** the quaintly beautiful stone mansion where Irving dwelt and wrote.

This house was built in the 17th century by Wolfert Acker, a world-weary and cynical Dutch councillor. He inscribed over its door, "Last in Rust" (pleasure in quiet), whence the English settlers called it "Wolfert's Roost." Jacob Van Tassel, the proprietor during the Revolution, was an active American partisan; and the Roost was sacked and burned by the British. Mr. Irving made many additions and enrichments to it, and named it "Sunnyside." "It is said, in fact, to have been modelled after the cocked hat of Peter the Headstrong, as the Escurial was modelled after the gridiron of the blessed St. Lawrence." The E. front is covered with ivy, from a slip which Sir Walter Scott gave to Irving at Abbotsford; and the place is charmingly described in Irving's story of "Wolfert's Roost."

WASHINGTON IRVING was born at N. Y. City in 1783, and died at Sunnyside in 1859. His father was a Scotchman, and his mother was English. He studied law, but did not practise, and began to write in his 19th year. 1804–6 he was in Europe. In 1807 he published "Salmagundi," and in 1808, "Knickerbocker's History of N. Y." The failure of a commercial house in which his funds were invested injured his pecuniary position, and from 1815 to 1832 he lived in Europe, where, with the aid of Sir Walter Scott, he published "The Sketch-Book" and several other works. 1826–29 he resided in Spain, writing "The Conquest of Granada," "Life of Columbus," and "Legends of the Alhambra." He was Sec. of Legation at London, 1829–31; and after his return to N. Y., he wrote several books of travels. From 1842 to 1846 he was Minister to Spain, and, after returning, revised his works, wrote biographies of Goldsmith and Mahomet, and closed his labors by a "Life of Washington," in 5 volumes (1855–59). He was a member of many European and American learned societies, and was Doctor of Laws of Oxford, Harvard, and Columbia. He never married; and in 1846 he bought the old house of Wolfert's Roost, which was altered and amended from time to time until the present "Sunnyside" was finished, and there he received many of the eminent men of his time, including Daniel Webster and Louis Napoleon. He was a warm friend of Sir Walter Scott, Tom Moore, Campbell, and other eminent British contemporaries. Scott said of "The Sketch-Book," "It is positively beautiful"; Byron speaks of "Irving, whose writings are my delight"; Louis Napoleon said, "I admire him both as a writer and as a man"; Bryant predicts "for him a deathless renown"; Miss Mitford says, "Few, very few, can show a long succession of volumes so pure, so graceful, and so varied as Mr. Irving"; and Everett (speaking of American literature) holds that "it can never be disputed that the mild and beautiful genius of Mr. Irving was the Morning Star that led up the march of our heavenly host."

Above, and near Sunnyside, are the mansions of Bierstadt, Wm. E. Dodge, Robert Hoe, Cyrus W. Field, and other leading men of N. Y. To the N., near the shore, is the pointed tower of Cunningham Castle, beyond which is the Paulding Manor, a costly marble building in Elizabethan architecture; and still farther N. is **Tarrytown** (* *Cliff House; Irving House; Mott's;* and several large summer boarding-houses), an ancient village, beautifully situated on a far-viewing hillside. There are many fine villas in and about this place (especially the Erickstan man-

sion), and the views over the Tappan Zee are famed for their breadth and beauty. But this district has an interest greater than that of mere natural loveliness, in that it is the land of Irving and of André. Here is Christ Church, of which Irving was a warden when he died. About 1½ M. to the S. is Sunnyside; and just N. of the village is the sequestered valley known of old as *Slaeperigh Haven*, and immortalized by Irving in "The Legend of Sleepy Hollow." On a knoll in the valley is the quaint little Dutch church, built by Vedryck Flypsen (Philipse), the lord of the manor, in 1699, with bricks imported from Holland. On its spire is a flag-shaped vane, bearing the monogram of Flypsen; and in the tower is a bell, with the inscription, "Si. Deus. Pro. Nobis. Quis. Contra. Nos. 1685." Beyond the ancient and mossy graveyard is the village cemetery (with the costly Delavan Monument on Battle Hill), where, in an enclosure near the receiving-tomb, is the flower-adorned grave of Washington Irving, overlooking Sleepy Hollow and the Tappan Zee.

In the dark glen below the church is a bridge over the Pocantico, which stands near that on which Ichabod Crane was overthrown by the spectre of the headless horseman. From the bridge is seen *Castle Philipse*, a grim and homely old mansion. The lands E. of the Tappan Zee pertained to the Indian Sachem Goarius, and were bought in 1680 by Frederick Philipse, a descendant of the Viscounts Felyps, ancient Hussite nobles of Bohemia. These lands were formed into a baronial estate, with mansions at Sleepy Hollow and Yonkers; and Castle Philipse was erected in 1683, with lines of loopholes and artillery, to serve as a rallying point for the tenantry in case of Indian hostilities. In 1775 the family pronounced against the Colonies and in favor of the Crown, and being attainted for treason, the estates were confiscated and sold to the tenantry. Castle Philipse was held by the Beekman family until 1860. Above the Castle is the cluster of modern villas called Irving Park.

1 M. S. of the old Dutch church, André's Brook crosses the highway, near a marble monument 25 ft. high, erected by the people of Westchester County, "as well to commemorate a great event as to testify their high estimation of that integrity and patriotism which, rejecting every temptation, rescued the United States from most imminent peril, by baffling the arts of a spy and the plots of a traitor." Benedict Arnold, a brilliant and ambitious American general, was wounded at the Battle of Saratoga, and afterwards (in 1778) was made Military Governor of Philadelphia. Here he married Margaret Shippen, a fair royalist and a friend of the British Adj.-Gen. André, and lived in a state of luxury and extravagance that was only sustained by corruption and malfeasance in office. Of these charges he was convicted by court-martial, and was reprimanded by Washington. His proud spirit felt the disgrace so keenly that he resolved to be revenged upon the country, and he opened a secret correspondence with Sir Henry Clinton. Obtaining the command of the fortress of West Point, the key to the upper Hudson, he offered to surrender it to the British. Major André, Adjutant-General of the British army, went up the Tappan Zee on the sloop-of-war *Vulture*, and landed by night near Haverstraw, where he arranged with Arnold for the surrender. But the *Vulture* was forced to retire by an American battery on Teller's Point, and André, attempting to go by land to New York (disguised as a citizen), was halted at this point near Tarrytown — in the Neutral Ground — by a squad of irregular militia. He was searched, and the papers and plans of the surrender were found in his stockings. Refusing the princely bribes that he offered them to release him, the militiamen carried him to head-quarters, whence he was removed to Tappan, tried before a court-martial, convicted, and hung as a spy (Oct. 2, 1780), amid the mourning of both armies. John André was a young man of noble character, an artist, poet, and chivalric soldier, involuntarily a spy, and died heroically, his last words being, "I pray you to bear me witness that I meet my fate like a brave man." He was but 29 years of age, of

Swiss parentage; and in 1831 his remains were removed from Tappan and buried in Westminster Abbey, near the elegant mural monument which was raised to his memory by King George III.

Tarrytown occupies the site of the Indian village of *Alipconck* ("Place of Elms"), and was early settled by the Dutch, who called it *Terwen Dorp*, or "Wheat Town," from its large crops of that cereal. The English conquerors retained the "Terwen," and modulated it to its present name, though Irving says: "The name was given, we are told, in former days by the good housewives of the adjacent country, from the inveterate propensity of their husbands to linger about the village taverns on market days."

A stage leaves Tarrytown daily at 2 P. M., and passes S. E. to White Plains and Port Chester. N. of Tarrytown are the mansions of Fremont and Aspinwall.

Nearly opposite Tarrytown (steam ferry every half-hour) is *Nyack-on-the-Hudson*, a prosperous village at the foot of the rugged Nyack Hills. With a population of 3,438, the village has 3 weekly and 2 monthly papers, and several shoe factories. Boulevards 100 ft. wide lead to Rockland Lake on the N. and Piermont on the S. Great quantities of milk, fruits, and vegetables are shipped from this point to N. Y. The Rockland Female Institute is a favorite academy located here, and its large brick building, situated on a far-viewing promontory S. of the village, is used as a summer boarding-house, under the name of the * *Tappan Zee House.* The *Palmer* (new in 1873), *Smithsonian*, and *Clarendon Houses* are also popular summer hotels. Nyack is the N. terminus of the Northern N. J. R. R. N. of Tarrytown are many fine river-side villas, and the steamer ascends the placid Tappan Zee to **Sing Sing**, a large village, beautifully placed on a long upward slope. It has 4,696 inhabitants, 5 churches, and 2 weekly papers. There are 2 large military schools here, and on Highland Avenue are several summer boarding-houses. Great Methodist camp-meetings are held here annually. Sing Sing is an Indian name, meaning "Stone upon Stone" (or from Ossining, "a stony place"); and this portion of the Philipse Manor was settled in the 17th century. Over a ravine at this point the Croton Aqueduct is carried on an elliptical arch of masonry of 88 ft. span. 4–5 M. E. of Sing Sing are the Chappaqua Sulphur Springs, near the former home of Horace Greeley.

The Sing Sing State Prison (1 of the 3 in N. Y. State) was founded about 1826, with a view of employing the convicts in the marble quarries. The buildings were erected by felons from the Auburn Prison, and stand at the foot of the marble ridge of Mt. Pleasant, ¾ M. S. of the village (near the river), in grounds covering 130 acres. The main prison is 484 ft. long, and has 1,200 cells, with an iron foundry and manufactories of whips, saddles, shoes, furniture, etc., where the convict labor is utilized. The female prison is to the E. on higher ground, and is built of marble with a classic portico. It has 108 cells, and the prisoners are employed in making clothing.

Opposite Sing Sing (ferry frequently) is *Rockland Lake*, 1 M. from and 160 ft. above the river, and 3 M. around. It is the source of the Hackensack River, and 1,000 men are engaged during the winter in cutting and storing the 200,000 tons of ice which are sent hence to N. Y. every summer (by the Knickerbocker Ice Co.). There is a large hamlet on its

rugged S. E. shore, and broad views are enjoyed from the riverward heights (with Torn Mt. on the N. W.). Spacious ice-houses are seen near the river. Just above this landing is Verdrietege Hook, or Point-no-Point, a bold rocky promontory at the E. end of the Ramapo Mts. Above Sing Sing is seen Croton Point (the Indian Senasqua; the historic Teller's Point), projecting 2 M. between the Tappan Zee and Haverstraw Bay, and covered with rich vineyards and orchards.

At this point the Croton River enters the Hudson. 6 M. up this river is the famous **Croton Lake,** from which N. Y. City is supplied with water. This narrow lake is 5 M. long, and is formed by a dam 250 ft. long, 40 ft. high, and 70 ft. thick at the bottom. The water is conducted to N. Y. in an aqueduct 40½ M. long, by 16 tunnels and 25 bridges. The conduit is of brick, 8½ ft. high and 7½ wide, and descends 13½ inches to the M. There are white stone towers for ventilation at every M., and the daily capacity of the aqueduct is 60,000,000 gallons.

Near Croton Bay (where Hudson anchored the *Half-Moon* in 1609), at the mouth of the river, is the ancient Van Cortlandt Manor House. The Van Cortlandts were descended from the Russian Dukes of Courland, and in 1697 Stephen of that ilk founded a broad manor on the Hudson. The manor house was built (about 1710) of heavy masonry, with loopholes, and it looked out on Croton Bay as it now does. This family took the American side at the outbreak of the Revolution, and gave a major-general to the army.

The Highlands loom up boldly in front as the steamer crosses the beautiful Haverstraw Bay to *Haverstraw,* an important village above Long Clove Mt., and under a range of high hills. N. of this point is Treason Hill, where, at Smith's old stone house, Benedict Arnold and John André arranged the terms of the betrayal of the Republic (Sept. 22, 1780). N. E. of Haverstraw (by ferry) is *Cruger's,* a R. R. station and a popular summer-resort at the head of Haverstraw Bay. The * Cortlandt Park Hotel is a new house for 150 guests, with fine river-views and drives. Lakes Croton, Mahopac, and Oscawana are visited from this point. The riparian scenery now grows more grand and striking, and the tall Highlands are rapidly approached. Above Haverstraw is a line of limestone cliffs, which have produced 1,000,000 bushels of lime yearly; and 2 M. above is Grassy Point, the seat of large brickyards (50–60,000,000 brick are made in this town yearly). 1 M. farther is **Stony Point** (W. bank), a high, rocky peninsula, crowned with ruined mounds and a lighthouse (on the magazine of the old fort). Opposite Stony Point is the bluff Verplanck's Point, with its modern village and church.

Off the promontory called Meahagh, Hudson anchored his ship and was visited by crowds of astonished Highland Indians. In 1683 Meahagh was attached to the Van Cortlandt Manor, whose heiress, Gertrude, was married by Philip Verplanck, in honor of whom the point was named. About 1776 Fort Fayette was built on Verplanck's Point, and Stony Point was also fortified in order to guard the King's Ferry and the lower gate to the Highlands. June 1, 1779, Sir Henry Clinton and Admiral Collier attacked these works. The slender garrison at Stony Point fell back into the Highlands without fighting, and Fort Fayette surrendered after being cannonaded. Washington deeply lamented the loss of such a valuable strategic position; but Gen. Wayne begged permission to attack and recapture the works, saying, "General, I'll storm hell if *you* will only plan it." Stony Point was garrisoned by the 17th regiment and several grenadier companies;

Fort Fayette had an equal garrison ; and several war-vessels lay in the river. At midnight on July 16, having previously cut off the outer sentries, Wayne advanced silently along the beach with two small columns of picked men (5th Penn. and Mass. Light Infantry), and carried the fort at the point of the bayonet, under a heavy fire of musketry and grape-shot. Wayne was shot in the head at the inner *abatis*, and shouted to his men, "March on ! carry me into the fort, for I will die at the head of my column." But when the Penn. and Mass. columns met in the centre of the works, and the roll of their cheering swept over the river, Wayne was strong enough to write to Washington : "The fort and garrison, with Col. Johnston, are ours. Our officers and men behaved like men who are determined to be free." The British standard was struck by Lt.-Col. de Fleury (of the Mass. Light Infantry, and afterwards a marshal of France), a descendant of Cardinal de Fleury, Premier of France. He received from Congress a vote of thanks and a medal. The Americans lost 98 men ; and the British loss was 63, besides 543 prisoners. Wayne cannonaded Verplanck's Point all next day, but Sir Henry Clinton sent up reinforcements ; and, in obedience to Washington's orders, the Stony Point fortress was destroyed and abandoned. The galley which was conveying the heavy artillery to West Point was sunk by a shot from the *Vulture*. "The assault of Stony Point is not only the most brilliant I am acquainted with throughout the whole course of the war, on either side, but it is the most brilliant that I am acquainted with in history ; the assault of Schiveidnitz, by Marshal Laudon, I think inferior to it." (Gen. Lee.)

Passing now the great lime-kilns on the W. shore, at 3 M. from Stony Point is seen Caldwell's Landing, at the foot of the abrupt and imposing

*** Dunderberg** (Thunder Mt.), which was anciently believed to be the home of stormy imps.

"The captains of the river craft talk of a little bulbous-bottomed Dutch goblin, in trunk hose and sugar-loafed hat, with a speaking-trumpet in his hand, which, they say, keeps the Donder Berg. They declare that they have heard him in stormy weather, in the midst of the turmoil, giving orders in Low Dutch for the piping up of a fresh gust of wind, or the rattling off of another thunder-clap. That sometimes he has been seen surrounded by a crew of little imps, in broad breeches and short doublets, tumbling head over heels in the rack and mist, and playing a thousand gambols in the air, or buzzing like a swarm of flies about Anthony's Nose ; and that, at such times, the hurry-skurry of the storm was always greatest. . . . . Skipper Daniel Ouslesticker, of Fish Kill, who was never known to tell a lie, declared that, in a severe squall, he saw him seated astride of his bowsprit, riding the sloop ashore, full butt against Anthony's Nose, and that he was exorcised by Dominie Van Geisen of Esopus, who happened to be on board, and who sang the song of St. Nicholas, whereupon the goblin threw himself up in the air like a ball, and went off in a whirlwind, carrying away with him the nightcap of the Dominie's wife, which was discovered the next Sunday morning hanging on the weathercock of Esopus church steeple, at least 40 M. off. Several events of this kind having taken place, the regular skippers of the river for a long time did not venture to pass the Donder Berg without lowering their peaks, out of homage to the Heer of the Mts. ; and it was observed that all such as paid this tribute of respect were suffered to pass unmolested." (Irving.)

Some years ago an iron cannon was found in the river off the Dunderberg (one of the captured British guns shipped from Stony Point, and sunk on its barge by a shot from the British sloop-of-war *Vulture*). On this slender basis, a sharp speculator proclaimed that Capt. Kidd's pirate-ship (see page 55) was sunk at this point with all its treasures on board ; formed a stock company and raised large sums of money (on the evidence of a long auger which had bored through the deck and brought up silver on its thread). A coffer-dam and huge pumps worked for months off the Dunderberg, and the ruins of the works may still be seen. The originator of the scheme was enriched by it, but scores of others made heavy losses.

Opposite the Dunderberg is the bright village of **Peekskill** (*Continental Hotel*), situated on an elevated and sheltered plain E. of Peekskill Bay. It

has 6,560 inhabitants, 2 weekly papers, and a military school. At this place is a convent of Franciscan Sisters ; and near the river is the Academy of Our Lady of Angels. To the E. is the summer home of Henry Ward Beecher. There is a steam-ferry to Caldwell's Landing, under the Dunderberg. The village stands at the mouth of the romantic Peek's Kill Hollow, and affords many fine drives among the hills.

Some time in the 17th century Jan Peek, a Dutch mariner, was sailing up the Hudson, and taking the wrong course, entered and ascended a broad creek, whose fertile banks so pleased him that he named it Peek's Kill, and settled there. On the high promontory N. of the village, Fort Independence was erected during the Revolution, and Putnam made his head-quarters there. Large barracks and supply-depots were at Continental Village, 3 M. N. E. among the hills ; and in Oct., 1777, it was attacked and destroyed by Emerick's Hessian chasseurs. 2 M. E. of Peekskill is a later manor-house of the Van Cortlandts, near which is the little old Episcopal Church of St. Peter (built 1767), with a monument in its venerable graveyard erected by N. Y. City to John Paulding, one of the incorruptible captors of André. To the N. is the lofty bare ridge of Gallows Hill, which commands a fine view of Peekskill and the river, the Hollow, and Westchester County as far as Tarrytown. On the N. is Continental Village, in the rich Canopus Valley, beyond which are "the rough turrets of the Highland towers." On the summit of this hill was executed Lieut. Palmer, a loyalist officer of the royal army. He was caught in disguise within the American lines, and in answer to the demands of Sir Henry Clinton for his release, Putnam wrote : "Sir, — Edmund Palmer, an officer in the enemy's service, was taken as a spy, lurking within our lines. He has been tried as a spy, condemned as a spy, and shall be executed as a spy ; and the flag is ordered to depart accordingly. P. S. He has been accordingly executed." In March, 1777, Gallows Hill was held by the retreating garrison of Peekskill, when that place was captured by 12 sail of British vessels, and its great depots of supplies were burnt.

Bending to the N. W. at Peekskill, the Hudson enters that part of its course called the Race, and passes through the beautiful * Highlands, which Chateaubriand likened to "a large bouquet tied at its base with azure ribbon." From Peekskill to Newburgh stretches a panorama of river scenery unsurpassed in the world. Dunderberg, on the l., confronts *Anthony's Nose* on the r.

This bold promontory derives its name (according to Irving) from the following incident : "It must be known, then, that the nose of Anthony the trumpeter was of a very lusty size, strutting boldly from his countenance like a mountain of Golconda, being sumptuously bedecked with rubies and other precious stones, — the true regalia of a king of good fellows, which jolly Bacchus grants to all who bouse it heartily at the flagon. Now thus it happened, that bright and early in the morning, the good Anthony, having washed his burly visage, was leaning over the quarter-railing of the galley, contemplating it in the glassy wave below. Just at this moment the illustrious sun, breaking in all his splendor from behind a high bluff of the Highlands, did dart one of his most potent beams full upon the refulgent nose of the sounder of brass, the reflection of which shot straightway down hissing hot into the water, and killed a mighty sturgeon that was disporting beside the vessel. This huge monster, being with infinite labor hoisted on board, furnished a luxurious repast to all the crew, being accounted of excellent flavor excepting about the wound, where it smacked a little of brimstone ; and this, on my veracity, was the first time that ever sturgeon was eaten in these parts by Christian people. When this astonishing miracle became known to Peter Stuyvesant, and that he tasted of the unknown fish, he, as may well be supposed, marvelled exceedingly ; and as a monument thereof, he gave the name of Anthony's Nose to a stout promontory in the neighborhood, and it has continued to be called Anthony's Nose ever since that time."

Falling from the slopes of Anthony's Nose is the romantic Brocken Kill; and near the W. shore is the grape-abounding *Iona Island* (the N. limit of the sea-breeze), under the Dunderberg and near the mouth of the Forest-of-Dean Creek. Just above and also on the W. shore is the old Poplopen Kill (now Fort Montgomery Creek), whose deep, tranquil current conducts in ½ M. to cliff-environed falls. Bear Mt. is seen on the W.

On the high promontories at the mouth of this creek are some remains of Forts Montgomery (N.) and Clinton (S.). In 1775–76, these works were built, and a strong boom and an iron chain floated on rafts were stretched across the river and guarded by a flotilla of gunboats. This system of defences was designed to close the upper Hudson against the British fleet. In Oct., 1777, Sir Henry Clinton and 5,000 men advanced hitherward, and after some sharp skirmishing in the defiles and glens of the Dunderberg and about Lake Sinnipink, the hostile army divided into 2 columns, which appeared before the forts and demanded their surrender. The garrisons consisted of 600 militia, under Gens. James and George Clinton. The British fleet opened upon the works and gunboats, and the land forces attacked with the bayonet. Lord Rawdon and the Polish Count Grabowski led the assault on Fort Montgomery, and the latter fell under its walls, and is now buried there. Putnam's New-Englanders, aroused by the roaring of the artillery amid the Highlands, were unable to cross the river, and the remnant of the overpowered garrison retired into the hills in the cloudy twilight. The fleet was unable to escape by reason of an adverse wind, and the vessels were burnt at the *chevaux de frise*. "The flames suddenly broke forth, and as every sail was set, the vessels soon became magnificent pyramids of fire. The reflection on the steep face of the opposite mt., and the long train of ruddy light which shone upon the water for a prodigious distance, had a wonderful effect, while the ear was awfully filled with the continued echoes from the rocky shores, as the flames gradually reached the loaded cannons. The whole was sublimely terminated by the explosions, which left all again in darkness." The British loss was 140, and the Americans lost 300 men, 100 cannon, 2 frigates, and 3 smaller armed vessels. The next morning the victors cleared away the obstructions which had cost Congress $ 250,000, and had a clear way up the river (see Thackeray's "Virginians," Chap. XCI.). Just S. W. of old Fort Clinton is *Lake Sinnipink*, a forest-bound sheet of crystal water (123 ft. above the river), from whose W. shore Bear Mt. rises sheer to the height of over 1,000 ft. Much severe fighting occurred at the strong *abatis* by this lake, and the slain soldiers were thrown into its calm depths, whence it was long called Bloody Pond. There are considerable ruins at Fort Montgomery; but Fort Clinton has been razed. To the W. is the Forest of Dean, and the rugged mt. town of Monroe, with its many lakes.

The river now bends to the N. E. Far in advance is the ruined height of Fort Putnam; and on the r. front is the symmetrical cone of *Sugar-Loaf Mt.* *Highland Falls* are now seen on the l., a series of white rapids on a brook which falls 100 ft. to the river (near which is the **Cascade House*). Here are large flour-mills; and just above is * *Cozzens' Hotel*, a fashionable summer resort, on a high bluff, with pleasant rambles and drives. There is a steam-ferry from Cozzens' to Garrison's; and a small village is near the former.

* West Point.

"In this beautiful place: the fairest among the fair and lovely Highlands of the North River: shut in by deep green heights and ruined forts, and looking down upon the distant town of Newburgh along a glittering path of sunlit water, with here and there a skiff whose white sail often bends on some new tack as sudden flaws of wind come down upon her from the gullies in the hills: hemmed in, besides, all around with memories of Washington and events of the Revolutionary War: is the Military School of America." (Dickens.)

In 1775, Congress ordered that the narrow passes of the Hudson should be fortified, and so Fort Constitution was erected, opposite West Point; but being commanded by adjacent hills, it was abandoned on Sir Henry Clinton's advance in Oct., 1777. In 1778–79, West Point and its approaches were fortified with 4 forts and 8 redoubts, and became "the Gibraltar of America"; and a massive iron chain and booms were stretched across the river to Constitution Island. It was the most important post in the Union, as keeping open transit to and from New England, and also as closing all chance of the British in N. Y. City for direct communication with Canada. The various works were armed with 118 cannon, and garrisoned by 3,086 men, in Sept., 1780, when Arnold's treason culminated in failure. After the war, the fortress was abandoned, and fell into ruin. In 1783, and again in 1793, Washington recommended that a military school should be founded at West Point. In 1802 it was authorized by Congress, and in 1812 it went into operation. There have been about 4,000 men educated here, and they have led the armies of the Republic in all her later wars. The great generals of the Secession War, on either side, were graduates of this school. Every Congressional district is entitled to send here annually one youth (physically perfect, and grounded in elementary education), who shall devote 4 years to arduous academic and military studies, receiving the pay of $41.66 a month, and one ration daily. The graduate enters upon the rank and pay of a 2d lieut. in the U. S. Army. The Corps of Cadets has about 250 members, who remain in camp during the summer (from July 20). Various drills and evolutions are carried on during the day; but the most imposing spectacle is the evening dress-parade, at sunset. The National Military Academy is 51 M. from N. Y. City.

The buildings of the Academy occupy a plateau 157 ft. above the river (W. bank), and are reached by a steep road cut along the cliff-side at great expense. The Plain is a broad plateau which is used for the evolutions of the artillery, infantry, and cavalry; and on its verge are the spacious buildings of the school. The Cadets' Barracks and the Academic Building are fine stone structures in castellated architecture; the Library Building has over 20,000 volumes, and in its dome is an equatorial telescope, while the towers contain a mural circle and a transit instrument. The Chapel has a large chancel-picture by Prof. Weir; on the E. side are memorial tablets to the officers who fell in the Mexican War, and trophy cannon and colors taken in that war; and on the W. side are memorials to the generals of the Revolution, the cannons given to Gen. Greene, and trophy flags captured from British and German regiments. The * *Museum of Ordnance and Trophies* contains hundreds of models of arms and ammunition, cannon, horses, etc.; Rebel missiles and torpedoes; a 15-inch shot fired from the U. S. iron-clads into Fort Sumter, and recaptured by the U. S. army at Columbia, S. C.; Indian trophies; a large model of the silver-mines of Valenciana; Mexican flags taken in battle; Aztec idols; the eagle and drapery from the hall of the Mexican Senate; and the colors of the regular army in the Shawnee, British, Seminole, Mexican, and Secession Wars. The Picture Gallery is in the Academic Building; and on the 2d floor is a large collection of models of bridges, buildings, fortifications, parallels and redoubts, and of Fort Wagner (near Charleston) and the fortress of San Juan d'Ulloa (at Vera Cruz). Below the Library is the Riding Hall (used from 11 to 1 o'clock); and near the N. Wharf is the Sea-Coast Battery, commanding the river with an armament

of immense guns. The Trophy Battery, on the Plain, looks down through the Gate of the Highlands; and here and in the vicinity are many captured cannon, including the mortars taken by Wayne at Stony Point; British mortars from Saratoga; "*Le Monarque*," a costly gun given by Congress to Lafayette; ancient Mexican artillery; the fragments of a 30-pound Parrott gun that hurled 4,606 shot into Charleston, S. C.; many Rebel cannon, including the immense Blakely (English) guns from Hilton Head, Fort Morgan, Fort Pulaski, Fort Fisher, and the famous Whitworth gun, "Whistling Dick," from Morris Id. Also a portion of the iron chain that was stretched across the Hudson in 1778; and the field-piece (of Elder's Battery) that fired the last shot before Lee's surrender. On the N. E. angle of the Plain is Fort Clinton, a restoration of that ancient Fort Arnold whose name was changed when Arnold became a traitor. In this work is a marble column in honor of Kosciuszko; and N. of the Library is the quiet terrace-garden where the noble Pole[1] was wont to seek meditative rest. Flirtation Walk leads from the Garden to the Plain. Battery Knox is S. of Fort Clinton; and the old Chain Battery Walk leads thence around the bank to Gee's Point and the N. Wharf. Near Fort Clinton is a graceful monument to Major Dade's command, which was attacked by the Seminole Indians of Florida, while marching to relieve Fort King (in 1835), and out of 108 soldiers, 105 were massacred at their posts of duty. A bronze statue of Gen. Sedgwick has lately been erected on the parade ground; and there is to be a memorial monument to the officers who fell in the Secession War. In the upper part of the grounds is a marble obelisk honoring Lt.-Col. Wood, who fell in the sortie from Fort Erie (Sept. 17, 1814); and near it is the Siege Battery. *The Cemetery* is over Camptown (soldiers' quarters), and contains many graves of officers, including Gens. Winfield Scott and Robert Anderson. The Cadets' Monument is a heavy castellated column, surmounted by an urn and trophies. To the S. is the picturesque Church of the Holy Innocents, erected by Prof. Weir in memory of his children. *Fort Putnam* is a gray ruin crowning Mt. Independence, 596 ft. above the river. It was built in 1778 (and rebuilt in 1794), and from its lofty position was deemed impregnable. It was flanked on lower ground by Forts Webb and Wyllys, and by 3 redoubts on Rocky Hill. The * views from many parts of West Point are very beautiful, but those from Fort Putnam are the finest, including the chief peaks of the Highlands, the battery-crowned

1 Kosciuszko was born in Poland in 1756, and was educated at the military academies of Warsaw and Paris. He was sent by Franklin to Washington, who made him colonel of engineers (though but 20 years old). He planned Gates's fortified lines near Saratoga, and the fortress of West Point, and remained in the service until the close of the war. In 1793 he raised Poland in insurrection, and defeated several Russian and Prussian armies; Austria then declared against him, and he was utterly defeated by 150,000 men at Maciejowicz, and fell covered with wounds, wailing, "Finis Poloniæ." The Emperor Paul I. freed him and offered him a sword, but he sadly declined it, saying, "I have no need of a sword; I have no country to defend." He died in Switzerland in 1817, and received a stately burial in Cracow Cathedral, in the royal vaults between Poniatowski and Sobieski.

heights closer at hand, broad reaches of the bright river, and the martial halls below. The view is also grand from * *Roe's Hotel*, a large summer-house (4–500 guests) on the N. verge of the Plain, looking out on Mt. Taurus and Breakneck, Cold Spring, Cro' Nest, and the city of Newburgh under the Shawangunk Mts 4–5 M. S. of West Point (by a good road which passes Cozzen's Hotel) is Fort Montgomery; and another road runs S. W. 14 M. to Turner's Station, on the Erie Railway, passing through a rugged and lake-strewn region abounding in fish. A rough mt.-road runs N. to Cornwall and Newburgh.

Garrison's is nearly opposite West Point, and is a station on the Hudson R. R. R. It is a summer resort of much popularity (* *Highland House*, $3.50 a day, $18 a week; *Croft House*, $10–15 a week), and has pleasant drives back among the hills. Lake Oscawana, 5–6 M. E., is a pretty mountain-pond, 2 M. long, and is much visited in summer (several large boarding-houses). Over Garrison's are the N. and S. Redoubt Mts., bearing the ruins of Revolutionary fortifications. In the adjacent forest are the Glen Falls; and 1½ M. N. are the Indian Falls. This station commands a favorable view of West Point.

Beverly, the mansion of Col. Beverly Robinson of the Loyalist Corps, is S. of Garrison's, and at the foot of Sugar-Loaf Mt. It is still preserved in its ancient quaintness, and is memorable as having been the head-quarters of Arnold when his conspiracy was discovered. He was forced to abandon even his wife and child, and fled down the river in a barge driven by 6 oarsmen. He gained the protection of the British frigate *Vulture*. Near Beverly is the mansion of Hamilton Fish, Secretary of State of the U. S. since 1869.

As the steamer bends to the N. W. about West Point, on the r. are seen the rugged shores of *Constitution Island*, with its ruined forts, dating from 1775, and the mansion of "Wood Crag," the home of the novelist, Miss Susan Warner. Beyond this point the steamer enters Martlaer's Rack, or Martyrs' Reach, a section of the river extending far to the N., and so named because of its trying adverse winds. *Coldspring* (E. shore) has over 3,000 inhabitants, and 6 churches; and near it is the West Point Foundry, an immense establishment, which supplied much artillery to the U. S. during the Secession War. It is managed by Capt. Parrott, and makes the Parrott guns, employing 5–700 men. N. of Coldspring is seen *Undercliff*, the former home of "America's best lyric poet," George P. Morris (died 1864). Above Undercliff is Mt. Taurus (1,586 ft. high), the "Bull Hill" of Irving's Legend of Dolph Heyliger. It is said to have been named from a certain wild bull that was once the terror of the country-side, until he was hunted out, and broke his neck on the next hill (N.), since called Breakneck Hill (1,187 ft. high). On the W. bank, just above West Point, is **Cro' Nest** (1,418 ft. high), whose river-front is a precipice several hundred ft. high, called Kidd's Plug, from a tradition of the burial of treasures here by Capt. Kidd:—

"Where Hudson's wave o'er silvery sands
Winds through the hills afar,
Old Cro' Nest like a monarch stands,
Crowned with a single star." MORRIS.

The scene of J. Rodman Drake's poem of "The Culprit Fay" is laid upon this mt. and its neighbor to the N., the picturesque * **Storm King** (1,529 ft. high). As seen from the river on the E., the latter mt. is symmetrically round, and suggested to the Dutch skippers a lump of butter, whence they called it the Boterberg, afterwards anglicized into Butter Hill. Mr. N. P. Willis rechristened it Storm King, and the new name has become fixed. It is often ascended (with guides) from Cornwall, and gives a view of 10 counties in 3 States. To the N. are the Taghkanick and Catskill Mts., with Newburgh and the river-villages as far as Crom Elbow, 26 M. distant; and to the S. are the Cro' Nest peaks and the main summits of the Highlands.

Traversing the narrow channels between Storm King and Breakneck, the steamboat soon passes Pollopell's Island, a rocky islet whence a *chevaux de frise* was stretched to Plum Point in 1776. To the W. are now seen the Shawangunk Mts., stretching N. to the blue Catskills; and on the N. E. are the Matteawan Mts., of which the New Beacon (a signal-station during the Revolution) is the chief, and commands a grand * view, extending even to N. Y. City. N. of Storm King is **Cornwall**, a hamlet among the vineyards of the Highland Terrace. This is the chief summer resort on the river, and has the * *Linden Park Hotel* (in 17 acres of grounds), the *Clark*, *Glenridge*, and *Elmer Houses*, and many large boarding-houses. During the summer the hill-roads are traversed by brilliant equipages, and the river is furrowed by pleasure-boats. Over 5,000 summer visitors stop in and about this place every year. It lies at the outlet of Moodua Creek (formerly called Murderer's Creek, but thus euphemized by Mr. Willis). On the N. E. of the Highland Terrace is *Idlewild*, formerly the home of Willis.

NATHANIEL PARKER WILLIS was born at Portland, Maine, in 1807, and graduated at Yale College in 1827. He travelled in Europe and the East between 1830 and 1835, and often afterwards. From 1846 to 1867 he was joint-editor of the *Home Journal* (N. Y. City), and became famous as a writer of light and graceful stories, essays, and letters on rural life and foreign travel. His poems have much sweetness and beauty, and the impress of his genius has been set on all the N. Highland district. Purchasing an "idle wild" of rugged land at the foot of Storm King, he made there a charming home, where, in 1867, he died.

Above the decadent village of *New Windsor* (near the ancient Morton House), the steamboat enters the broad expanse of Newburgh Bay. **Newburgh** (*Orange Hotel; U. S. Hotel;* the *Pavilion*, a summer hotel, 1 M. N.) is a busy city of 17,327 inhabitants, with 3 daily papers, 3 banks, an excellent school system, and expensive water-works. There are 23 churches, several of which are very attractive. The city lies upon the steep slope of the W. bank, and shows finely from the river. The water-

front is lined with warehouses, and the city has a considerable commerce. Newburgh is famed for being one of the foremost cities in the mystery of ice-boat sailing, and also for its professional oarsmen. On a height over the place is the large stone building of the Theological Seminary of the United Presbyterian Church, which in 1870 reported 2 professors and 9 students. The more elegant part of the city is on the plateau above the river, which is reached by steep streets. The city has some manufactories and a considerable country trade, while immense quantities of coal are brought here from Penn. by a branch of the Erie Railway running up the Quassaic Valley to Greycourt, 19 M. distant, and are shipped to all parts of the Hudson Valley. The Newburgh and N. Y. R. R. runs to the Erie Railway near Turner's, and the D. and C. R. R. runs from the opposite shore into New England. In the S. part of the city is "Washington's Head-quarters," an old stone mansion which is now owned by the State, is preserved in its antique quaintness, and has a museum of historical relics, artillery, etc. (open to the public). Near the house is a mausoleum over the remains of Uzal Knapp, the last of Washington's Life-Guards, who died in 1856, aged 97 years. The Secretary of War recently sent hither 10 Rebel, 10 Spanish, and 10 Mexican cannon.

This mansion was built by the Hasbroucks, a Huguenot family, in 1750, and became State property in 1850. In 1782–83 it was the head-quarters of Washington while the national army lay in and above the Highlands, watching the British at New York. After peace had been declared, in 1783, the army grew discontented on account of not having been paid for many months; and certain of its leaders, doubting the feasibility of a republic, offered to make Washington King of America. The noble Virginian spurned this proposal; but the anonymous "Newburgh Letters" were circulated among the officers, inciting them to assemble and enforce their rights at the edge of the sword, if necessary. To counteract this leaven of a military despotism, Washington convened the officers of the army at the Temple (a large building erected near the Square, for the military masonic and religious meetings), and delivered an earnest address to them. Adjusting his spectacles before the reading, he said, "You see, gentlemen, that I have not only grown gray but blind in your service." The assembly was moved to tears, and resolved unanimously, "That the officers of the American army view with abhorrence, and reject with disdain, the infamous propositions contained in a late anonymous address to the officers of the army, and resent with indignation the secret attempts of some unknown persons to collect the officers together in a manner totally subversive of all discipline and good order." A short time afterward the unpaid Continental army was peacefully disbanded at Newburgh.

Hudson, passing the site of Newburgh in 1607, wrote, "It is as beautiful a land as one can tread upon; a very pleasant place to build a town on." It was then occupied by a warlike clan of the Minsi (Delaware) tribe, which was defeated by the Dutch in the war of 1658–60. The clan was exterminated in 1663, and in 1709 Newburgh was settled by a colony of Lutheran Germans, fleeing from Louis XIV.'s desolation of the Palatinate of the Rhine. It was then called "the Palatine Parish of Quassaic"; but the Germans were slowly displaced, and in 1752 it was named "the Parish of Newburgh," from a physical resemblance to Newburgh in Scotland (on the river Tay). Here was born John E. Wool (in 1788), who was an officer of the U. S. A. from 1812 until his death, in 1869. He was made brig.-gen. for valuable services in the War of 1812; in 1846, he marched 3,000 men 900 M. to Saltillo, and planned the positions at Buena Vista; and in the Secession War he saved Fortress Monroe by prompt action, and commanded the 8th Corps of the army. Here also were born T. S. Arthur, the novelist; Commodore Case, of the U. S. Navy; A. J. Downing, the landscape gardener; and George Inness, the artist.

Fishkill-on-the-Hudson is opposite Newburgh (steam-ferry), and is a pleasant village with about 3,000 inhabitants. 1½ M. from the Landing is Matteawan, a populous factory-village (near the Falls of Melsingah and the Rocky Glen); and 2 M. to the N. is a colony of African Methodists. 5 M. N. E. is the ancient hamlet of Fishkill (*Mansion House*) in a valley near the Highlands, with its quaint Dutch church (built in 1725) and the old English church (Trinity), which was the seat of the N. Y. legislature in 1776, and afterwards became an army hospital. Fishkill was founded before 1690, and was the chief depot of supplies for the Continental army in 1777 – 80. In this vicinity are laid the scenes of Cooper's novel, "The Spy," of which Enoch Crosby, of Mass., was the hero. The *S. Beacon Hill* is ascended from Fishkill-on-the-Hudson (with a guide), and reveals a noble * view. The Matteawan or Fishkill Mts. extend along the S. line of the valley, and are penetrated by the Wiccopee Pass, which was held by Continental troops during the Revolution to prevent the British from flanking the fortress of West Point. 2 M. E. of Matteawan is Old Beacon, 1,470 ft. high, ½ M. S. of which is the Grand Sachem, 1,680 ft. high.

The Dutchess and Columbia R. R. runs N. E. from the junction, 1 M. S. of Fishkill, to Millerton in 59 M. (3 - 3½ hrs.). It ascends the Fishkill Valley, passing Matteawan and Glenham, with the rugged Fishkill Mts. on the r. The train next crosses the picturesque town of E. Fishkill; and near the hamlet of Hopewell a short branch diverges N. E. to Sylvan Lake. Beyond the rural stations among the rolling uplands of La Grange, the line passes Verbank, in Union Vale, and crosses the town of Washington. At Stissing, this route is intersected by the Poughkeepsie and Eastern R. R.; and the road thence curves around, through Pine Plains, to the terminus at Millerton (see page 60).

2 M. N. E. of Fishkill-on-the-Hudson is the *Verplanck House*, with dormer-windows and antique Dutch architecture. At this house, when it was the Baron Steuben's[1] head-quarters (1783), the officers of the American army (then about to be disbanded) organized the Society of the Cincinnati, to perpetuate the memories and friendships of the Revolutionary struggle, "to preserve inviolate the rights and liberties of human nature," to promote union between the States, and to assist distressed officers and their families. This patrician military order adopted an elegant badge (a golden eagle, suspended from a blue and white silk ribbon), and its meetings were for many years attended by the chief men of the nation. The society was founded by Knox, its first president was Washington, and it still exists among the gentlemen of the old school.

The steamboat now enters the Long Reach (from Newburgh to Crom Elbow), and soon passes, on the W., opposite Low Point, a rocky platform which was named "the Devil's Dance-Chamber" by Hendrick Hudson, after seeing there a midnight pow-wow of painted Indians.

But Knickerbocker (Irving), describing Gov. Stuyvesant's voyage, says, "Even now I have it on the point of my pen to relate how his crew was most horribly frightened, on going on shore above the Highlands, by a gang of merry, roistering devils, frisking and curvetting on a huge flat rock which projected into the river, and which is called the *Duyvell's Dans-Kamer* to this very day."

1 The Baron Steuben, an officer of Frederick the Great, came to America in 1777, was made a Maj.-Gen., and introduced thorough discipline into the army. He was one of the most useful officers of the forces, and after 1783 he retired to Steubenville, an estate of 16,000 acres, given him by N. Y. State, where he died, in 1794.

The course is now to the N. E., through a less interesting country, rich, however, in agricultural wealth. *New Hamburgh* (E. bank) is at the mouth of Wappinger's Creek, and has a steam-ferry to Marlborough; a few M. N. of which is Milton, standing in a rocky gorge opening on the river, and connected with the E. shore by a ferry. These 2 hamlets are in a rich rural town (famed for its immense crops of raspberries), on whose W. border are the Marlborough Mts.

Poughkeepsie (**Morgan House*, $3 a day) is a city of over 20,000 inhabitants, with 6 banks, 3 daily and 3 weekly newspapers, and 24 churches. The larger part of the city is built on a plateau nearly 200 ft. above the river, back of which are high hills. On this commanding site is laid the ground-plan of a great city, with pleasantly shaded streets, of which Main St. is 1½ M. long. The manufacturing interests are extensive and varied, and a lucrative trade is carried on with the adjacent rural towns of Dutchess County. But Poughkeepsie is chiefly famous as an academic city, and is the seat of Vassar College, the Poughkeepsie Female Academy, the Poughkeepsie Collegiate Institute, the Military Institute, Riverview Military Academy, Cottage Hill Seminary, Eastman's National Business College, and St. Peter's Academies. There is a proudly conspicuous building, in the style of the Parthenon, overlooking 2,500 sq. M. of country from the summit of College Hill, 500 ft. high, and ¾ M. E. of the city. The Collingwood Opera-House has an elegant hall; the mansion of Mayor Eastman is one of the finest on the Hudson; and the Memorial Fountain, erected "To the Patriot Dead of Dutchess County," is worthy of notice. Near the river is the manufactory of the Buckeye Mowers. 2 M. N. of the city, on an eminence which overlooks the Hudson, are the immense and imposing buildings of the *Hudson River State Hospital for the Insane. It has 300 acres of land connected, and was built in 1867–71, at a cost of $7–800,000. The Poughkeepsie and Eastern R. R. runs N. E. 43 M., across Dutchess County, to Millerton (see page 60), where it connects for Hartford and the E.

***Vassar College** is about 2 M. E. of Poughkeepsie (horse-cars), in a quiet rural vicinage. The main building is 500 ft. long, with wings and pavilions, and is modelled after the Tuileries palace. It is 5 stories (92 ft.) high, has 242 bedrooms and 100 parlors, and is divided by 5 fire-proof walls. The porter's lodge, gymnasium, and other structures in the park are of harmonious architecture. The college was founded in 1861 by Matthew Vassar, a wealthy Poughkeepsie brewer, who endowed it with $400,000, and made subsequent munificent gifts. It is the foremost college for women in the world, and has about 400 students.

There is a large equatorial refractor in the Observatory, and the mineral cabinets are well supplied. The collection of American birds is the finest in the world. The **Art Gallery* (3d story) contains a bust and picture of Vassar, ancient weapons

and armor, the halberd of Francis I., and 1,000 volumes on art. Here is the best collection of water-colors in America, including 137 British views (castles, cathedrals, etc.), by *Pugin*, *Le Keux*, *Mackenzie*, and others; pictures of Normandy, Venice, and Rome; *Hart's* White Mt. sketches; and several by *Turner*, one of which — the Pass of St. Bernard — includes a dead body in the snow by *Stothart*, and a dog by *Landseer*. There are 133 oil-paintings, including Sunrise on Bernese Alps, Shrine of Shakespeare, Lake Maggiore, and the Roman Campagna, by *Gifford;* Summer in S. America, Autumn in N. America, and Evening in Vermont, by *Church;* Chocorua, Lancaster (N. H.), Sunset on Mole Mt., the Upper Conn., Bethel (Me.), and Mt. Washington, *Shattuck;* Nantasket Beach and Near Cohasset, *Gay;* Home Again and N. Y. Market Scene, *Gignoux;* Evening at Paestum, Coast of Sicily, and Genevieve, *Cropsey;* Lake George, *Casilear;* and pictures by Boughton, Wust, Huntington, Beard, Champney, Kensett, Bellows, Richards, Weir, Martin, Mount, McEntee, Inness, B. West, D. Wilkie, and others.

In this city resides A. J. Davis (sometimes called "The Poughkeepsie Seer"), one of the founders and the most able writer of the sect of the Spiritualists; and on the beautiful estate of Locust Grove, 2 M. S., lived Prof. S. F. B. Morse, one of the originators of the electric telegraph. After enjoying the honors and emoluments of the principal nations of Christendom, he died in 1872 at the age of 81. 1 M. below Poughkeepsie is the Livingston mansion, a stately house amid ancient trees overlooking the Hudson. It was built by Henry Livingston in 1714, and was cannonaded by a British frigate in 1777. Poughkeepsie was the birthplace of J. H. Livingston, D. D., 18 yrs. President of the College at New Brunswick; Fitzhugh Ludlow, the magazinist; and Elijah Hedding, the famous bishop of the Methodist Church. Late in 1873 there was laid at this point, with imposing ceremonies, the corner-stone of a new railroad bridge across the Hudson. The bridge is to be 1 M. long and 194 ft. above the water, with 5 spans of 500 ft. each over the channel. It is to cost $2,600,000, and is meant to afford direct and unbroken railroad communication between the New England coast and the Penn. coal-region and Western grain-fields.

Poughkeepsie is spelt in 42 different ways on the old records and maps. It is derived from the Mohegan Apo-keep-sinck ("safe harbor"), which commemorates a legendary achievement of the ancient Indian wars. A young chief of the Pequots and his betrothed escaped from perilous captivities among the Delawares and Hurons, and fled by night to the bay before the present site of the city, where they moored their canoe and, with the help of gathering friends, beat off the fierce pursuers. It was settled by the Dutch about 1698, about the mouth of the Winnakee Creek, which they named the Fall Kill. Its N. promontory was called *Slonge Klippe* ("Adder Cliff"), from the many snakes found there; and the far-viewing S. point was *Call Rock*, because from thence the villagers were accustomed to hail passing vessels. 2 sessions of the State legislature were held here during the troublous times of the triple invasion of 1777–78; and the Federal Constitution was ratified by the State Convention here assembled in 1788.

New Paltz Landing is opposite Poughkeepsie (steam-ferry); and 6 M. above is the handsome village of *Hyde Park*, with its 4 churches, situated on a hill ½ M. from the E. bank of the river (which is here valuable for its sturgeon-fisheries). It was named in honor of Sir Edward Hyde, an early colonial governor of N. Y., by his private secretary, who bought the land on which it was founded. Near this point the Hudson bends and narrows between high rocky bluffs. This curve was called by the Dutch *Krom Elleboge* (crooked elbow), and still retains the name of Crom Elbow. 1 M. above is *Placentia*, the former home of James K. Paulding, the essayist, satirist, and friend of Irving, who was Secretary of the U. S. Navy, 1839–41. Opposite is the great Pell farm, famous for its apples (many of which are sent to Europe). The river-banks are now and hereafter low and uninteresting, but an air of rich rural peace pervades the country-

side, and stately old mansions and neat modern villas are seen on either hand. Passing Staatsburg and Esopus Island and Meadows (on and near the E. shore) the majestic blue peaks of the Catskills are seen drawing nearer on the N. W. Beyond Port Ewen is **Rondout** (*Mansion House*), at the mouth of Rondout Creek and the N. E. terminus of the Delaware and Hudson Canal. These villages have large foreign populations engaged in the manufacture of cement and the trans-shipment of coal, which is brought up over the canal in immense quantities, and is thence distributed over the upper Hudson valley. **Kingston** is an ancient village on an elevated plain 1½ M. from Rondout (horse-cars). It is the capital of Ulster County, and has 6,315 inhabitants, 4 newspapers, and 3 banks.

This site was settled by the Dutch in 1663, and was named Wiltwyck. A redoubt was built near Rondout Creek, but the place was attacked by the Esopus Indians soon after, and 65 persons were killed or captured. The Indians besieged the redoubt until it was relieved by Dutch troops from N. Y. The soldiers then made a summer campaign among the hill fastnesses, destroyed the Indian forts and magazines, killed many warriors, and forced the tribe to sue for peace. Soon afterwards the colony was augmented by a company of Huguenots. In 1777 the N. Y. legislature met here and framed the State Constitution; and in October of that year, Sir James Wallace, with a flying squadron of light frigates, ascended the Hudson and anchored off the mouth of Rondout Creek. 3,600 British soldiers landed and marched on Kingston, then a large and wealthy place. There were no troops there, and the invaders burnt the entire village. While their homes were in flames the fugitive citizens tried and hung a spy, who had been seen to cast something into his mouth when he was captured. A strong emetic caused him to throw up a hollow silver bullet, in which was a despatch from Sir Henry Clinton to Gen. Burgoyne.

The Walkill Valley R. R. runs S. W. from Rondout to Goshen (on the Erie Railway) in 102 M. *The N. Y., Kingston, and Syracuse R. R.* is now finished from Rondout to Stamford (74 M.; trains in 4½–5 hrs.; fare, $ 2.70). The train passes from Rondout to Kingston and crosses Esopus Creek. From *W. Hurley* station stages run N. to the *** Overlook Mt. House** (500 guests), which is situated on one of the Catskill Mts., and commands an immense view. Lake View Rock overlooks the lonely tarn called Shue's Lake; and Grant Rock is a favorite view-point, from which are seen the Hudson and Esopus Valleys, the Berkshire Hills, and the Green Mts. The Pilgrim's Pass, Overlook Rock, Poet's Glen, Pulpit Rock, and the Lovers' Retreat are places of interest in the vicinity. Beyond W. Hurley the line crosses the rugged town of Olive, and ascends the Esopus Valley to *Phœnicia*, whence stages run N. E. into the lofty mountain-town of Hunter. Traversing the defiles of Shandaken, Dean's Corners is reached, from which daily stages run down the Delaware Valley to Margaretville, Andes, and Delhi. Passing several mountain-hamlets on the great W. plateau of the Catskills, the train reaches Moresville, whence stages ascend the mts. to Gilboa, Prattsville, and Windham. (The Overlook Mt. House was burnt in 1875, but is to be rebuilt.)

On the E. bank of the Hudson is *Wildercliff*, the former home of a Maryland Episcopalian, who entered the first Methodist movement, preached widely, converted and married Chancellor Livingston's sister, and built this mansion (afterward a famous Methodist head-quarters) in 1799. 1 M. above Wildercliff is *Ellerslie*, the estate of the Hon. Wm. Kelly, with a river-front of 1½ M., a finely cultivated park, and a villa 200 ft. above the river. Opposite Rondout (steam-ferry) is Rhinebeck-on-the-Hudson (*Rhine Cliff House; Exchange*), near which, on a high bluff,

is the fortress-mansion of the Beekman family, now nearly 200 years old. 2 M. inland is *Rhinebeck*, which was founded by Wm. Beekman in 1647, and was named for himself and the river of his home-land (Rhine-Beek). Above Rhinebeck is *Rokeby*, the estate of Wm. B. Astor. The mansion was built by his father-in-law, John Armstrong, an officer in the Continental army, 1775 – 83 ; author of the "Newburgh Letters"; Sec. of State of Penn. (1784 – 85) ; U. S. Senator from N. Y. (1800 – 2 and 1803 – 4) ; Minister to France (1804 – 10); and Sec. of War (1813 – 14). He died at Rokeby in 1843. *Barrytown* is a river-side hamlet, from which a road runs E. to Red Hook, a quiet and sequestered old Dutch village. Above Barrytown is *Montgomery Place*, an elegant villa in a costly park, built by the widow of Gen. Montgomery, who fell in the assault on Quebec in 1775. She was a Livingston, and died after 50 years of widowhood, leaving the estate to Edward of that ilk, M. C. from N. Y., 1795 – 1801; U. S. Dist.-Attorney, 1801 – 3 ; M. C. from Louisiana, 1823 – 29; U. S. Senator, 1829 – 31 ; Sec. of State, 1831 – 33 ; Minister to France, 1833 – 35 ; author of the Penal Code of Louisiana ; and member of the Academy of France. N. of Montgomery Place is *Annandale*, the villa of John Bard, who has also erected and endowed on his estate the fine English Gothic building of **St. Stephen's College,** and the graceful stone Church of the Holy Innocents. The college is for educating young men for the Episcopal ministry, and has 7 instructors and 60 – 70 students. 2 M. above Barrytown, near the E. shore, is Cruger's Island, on whose S. end stands an ancient Italian ruin, which was imported from the Mediterranean at great expense. Near by is the villa of the owner of the island. 5 M. above Annandale is *Tivoli*, near the old De Peyster mansion, whose owner (a Livingston) saved it from the British torch in 1777, by a liberal dispensation of choice wines from his cellar. To the E. is the antiquated village of Upper Red Hook ; and 1 M. N. is Madalin-on-Hudson. Opposite Tivoli (steam-ferry) is *Saugerties*, a factory-village of 3,731 inhabitants, at the mouth of Esopus Creek (100 M. from New York), which flows from the S. through scenes of placid beauty. Saugerties is from the Dutch *Zaeger's Kill* (Sawyer's Creek, from an ancient saw-mill here). The impending peaks of the Catskills are now seen in the near W. 2 M. above Saugerties (W. shore) is *Malden*, the head-quarters of the Bigelow Blue Stone Company, which employs 3,500 men and 35 vessels, and delivers annually to the cities 170 – 200,000 tons of flagging-stone, valued at $1,500,000. Nearly opposite Malden is **Clermont,** which was founded by Chancellor Livingston.

Robert Livingston, a Scottish gentleman of the family of the Earls of Linlithgow, came to America in 1672, and married a lady of the Schuyler family, the widow of a Van Rensselaer. He lived at Albany, and bought of the Indians great tracts on the Hudson, which were consolidated in 1710 by the royal governor into a manorial estate of 162,000 acres. He erected a mansion near the present Linlithgo, and

his son built the lower manor-house at Clermont. The third in the line was Robert R. Livingston, born 1747, a signer of the Declaration of Independence; M. C., 1775–77 and 1779–81; Sec. of Foreign Affairs, 1781–83; Chancellor of N. Y. State, 1777–1801; and Minister to France, 1801–4 (procuring the cession of Louisiana). He introduced the merino sheep into America, and was early interested in steam navigation. In 1797 he and Nesbit built a small steamer at Tivoli, but it would not work, although Brunel was its engineer. While at Paris (where Napoleon presented him with his miniature and a gold snuff-box) he met Robert Fulton, and in August, 1807, these 2 gentlemen had a steamboat built at New York. It was named the *Clermont*, and was popularly known as Fulton's Folly; but the derision was changed to amazement and applause when she swung out from her dock and ascended to Albany against a head wind in 32 hours. In 1787 John Fitch built and worked a steamboat at Philadelphia; and in 1789 one had been operated on the Clyde (near Glasgow), but both inventors had given up the idea of the feasibility of steam navigation. In 1777 a raiding party from the British army at Kingston was sent up and destroyed the Clermont manor-houses, but they were soon rebuilt by the family.

Passing N. between the high bluffs that shelter the old Palatine villages of East and West Camp, the noble * Catskills are seen on the l. and the lofty Taghkanick Mts. are in the remote E. The Catskill Mountain House is seen far up on South Mt., as the steamboat passes Catskill landing. (The Catskill Mts., see Route 9.) The Prospect Park Hotel is on the l.; and on the E. is the picturesque villa of F. E. Church, the artist, who is famous for his landscapes painted among the Andes.

Hudson (*Worth House*, $3 a day, on Warren St.; *Waldron House*), the capital of Columbia County, is finely situated on a sharply defined plateau on the E. bank of the Hudson and at the head of ship navigation. It is made a promontory by the broad and shallow N. and S. Bays. Warren St. is the principal thoroughfare, and extends 1½ M. from the *Promenade* — a small park on the crest of the bluff near the business part of the city, and overlooking the river for a great distance and the defiles of the Catskills and Helderbergs (10–12 M. distant) — to *Prospect Hill*, a high rounded eminence 500 ft. above the river. Hudson has 8,615 inhabitants, with 3 banks, 2 daily and 4 weekly papers, 13 churches, a Gray Nunnery with 250 pupils, 7 reputable private schools, and 2 public libraries. The Court House has a marble Ionic front; and near it is Christ Church, a tall Gothic structure of brown-stone. The Presbyterian church on Warren St. has a massive Saxon tower; and the Hudson Academy is on Academy Hill. A short distance S. of Hudson is *Mt. Merino*, from which may be seen the Highlands, Helderbergs, Shawangunks, Matteawans, Catskills, Taghkanicks, the Green Mts., the Luzerne Mts. at Lake George, and many leagues of the Hudson. 4 M. N. E. of Hudson, in the Claverack Valley, are the *Columbia Springs* (Spring House), situated amid pleasant rural scenery. The Hudson and Chatham Branch R. R. runs from Hudson to Chatham Four Corners (see page 61), 17 M. N. E. This line passes (4 M. S. E. of Hudson) the hamlet of *Claverack*, the seat of the Hudson River Institute (5–600 pupils), which is situated on a far-viewing hill, and is used in summer as a boarding-house.

In 1783 a number of merchants and sea-officers of Providence and Nantucket, during the decadence of commerce which followed the Revolution, resolved to emigrate to the upper Hudson country. They formed an association and sent out a committee, who examined various places on the river, and finally chose and purchased the present site of Hudson (so named in 1784). It was made a city in 1785; in 1800 it had 4,048 inhabitants; and in 1805 it became the county-seat. The immigration from Nantucket was very large, and as a consequence, in 1786 Hudson owned 25 vessels (with more tonnage than N. Y. City then had). In 1790 it became a port of entry, and 2,800 laden sleighs have entered the city, and 15 freighted vessels have cleared in a single day. 6 vessels were kept in the S. Atlantic seal-fishery; others were in the whale-fishery, and in 1797 the *American Hero* brought here from the Pacific the largest cargo of sperm oil that had ever entered a U. S. port. The action of the Napoleonic wars and the embargo swept away the Hudson fleet, and produced great distress in the city. A well-sustained attempt to revive the whale-fishery resulted in a fleet of 14 ships owned and equipped here; but the last one was sold in 1845, and since that time Hudson has been called "a finished city." At present it is the seat of extensive manufactures, which include 3 blast furnaces (by the river-side), a steam fire-engine factory, paper car-wheel works, R. R. repair-shops, carriage factories, etc. *The Hudson and Boston R. R.* runs E. to Chatham; and a daily line of steamers descends the river to N. Y. Hudson was the birthplace of Wm. J. Worth (in 1794), an officer of the War of 1812; commandant at West Point, 1820–8; general-in-chief of the forces in the Florida War (1840–42); and a leading officer in the Mexican War (1846–48). He received 4 swords of honor. "Brave, chivalrous, and a good tactician, his manners were popular, and his presence imposing." Here were also born B. M. Norman and Alice B. Haven, authors; Judge J. W. Edmonds, the Spiritualist polemic; and F. W. Edmonds, the artist.

Opposite Hudson (steam-ferry hourly) is Athens (*Robbins House*), with an immense terminal freight-depot of the N. Y. Central R. R. This town exports much hay, brick, lime, and ice, and is bounded on the W. by the rugged Potick Hills. Beyond the Four Mile Point lighthouse is *Coxsackie* (from the Iroquois *Kuxakee*, or "Cut Banks"), a long and rambling village on the W. shore opposite the headland of Newtown Hook, and famous for its shad-fisheries. Coxsackie has 6 churches, a daily paper, and several factories.

Stuyvesant Landing (E. shore) is 5 M. from the ancient Dutch inland hamlet of *Kinderhook* (a Dutch word meaning "Children's Point," and said to have been given by Hendrick Hudson on seeing crowds of Indian children watching him from the banks). Martin Van Buren, 8th President of the U. S., was born at Kinderhook in 1782. He was Gov. of N. Y. in 1828; Sec. of State, 1829–31; Vice-Pres., 1833–37; and President, 1837–41. In 1841 and 1848 he was defeated in the Presidential contests; and he died in 1862, having spent the evening of life on his estate of Lindenwold, at Kinderhook. He opposed slavery, and advocated the integrity of the Republic.

New Baltimore is opposite the middle of Schodack Island, which is 3 M. long and is covered with broom-corn. Here begin the national dikes for the improvement of navigation. Above New Baltimore (W. bank) is Beeren Island, on whose rocky summit once stood the castle of Rensselaerstein, pertaining to Killian Van Rensselaer, the Patroon of Albany, and erected in 1643. The counties of Columbia, Rensselaer, Albany, and Greene corner on this island. The steamboat next passes the hamlets of Coeymans (W.) and Schodack (E.), and approaches Castleton. Hudson anchored on this reach in 1609.

"One day more wafts him up between Schodack and Castleton; and here he landed and passed a day with the natives, greeted with all sorts of barbarous hospitality; the land 'the finest for cultivation he ever set foot on'; the natives so kind and gentle, that when they found he would not remain with them over night, and feared that he left them — poor children of nature! — because he was afraid of their weapons — he whose quarter-deck was heavy with ordnance! — they broke their arrows in pieces, and threw them in the fire." (Edward Everett.) Schodack is from Is-cho-da, "a fire-plain," and was the council-ground of the Mohegans. Here their great Sachem Aepgin sold his dominions on the E. bank of the Hudson to Killian Van Rensselaer (in 1680). The Mohegans originally occupied the E. bank of the Hudson from Germantown to its head-waters, and the W. bank from Cohoes to Catskill. They suffered from the attacks of the Mohawks and the early encroachments of the Dutch, and moved E. into Massachusetts, and afterwards went to Wisconsin.

The Helderberg Mts. are seen on the l. as the steamer passes Staats Island (with the Staats mansion, about 200 years old), the Overslaugh bar, and the costly stone dikes built by the U. S. government to improve the navigation at this point. The immense Catholic Academy of the Sacred Heart is seen on the l., on the hills over Kenwood, at the mouth of Norman's Kill (the Indian *Tawasentha,* "place of many dead"); and the populous heights of Albany draw near, crowned by the Capitol, the Cathedral, and the City Hall.

Albany.

Hotels. — *Delavan House, on Broadway, near the R. R. station, $4.50 a day; *Congress Hall, near the Capitol; *Stanwix Hall, alongside the station, fronting Broadway, $3 a day; American; City.

Reading-Rooms. — The *State Library, at the Capitol; the Young Men's Association, on S. Pearl St.; the Y. M. C. A., 40 State St., near Broadway.

Horse-Cars. — On State St., Washington Ave., and the Bowery to W. Albany; on Pearl St. S. to Kenwood; from S. Ferry St., along Broadway, to W. Troy, 7¼ M. *Ferry-boats* run to Greenbush.

Railroads. — The N. Y. Central and Hudson River, to New York, 142 M.; to Buffalo, 298 M.; the Boston and Albany, to Boston, 201 M. (Osgood's *New England,* Routes 21 and 22); the Rensselaer and Saratoga, to Rutland, 94 M.; the Albany and Susquehanna, to Binghampton, 142 M. Trains on the R. and S. and the N. Y. Central lines leave for Troy almost half-hourly during the day.

Steamboats leave Albany for the Hudson River ports and N. Y. City morning and evening during the season of navigation.

Albany, the capital of the State of New York, occupies a picturesque and commanding position on the W. bank of the Hudson River, 144 M. from N. Y. City. It has about 80,000 inhabitants, 62 churches, 9 banks and 6 savings-banks, 8 daily papers, and 17 masonic societies. The city has many manufactories; and its commerce is large and lucrative, by reason of the convergence of important railroad and canal systems here at tide-water. Vast quantities of Western produce pass to and through Albany by means of the Erie Canal, which has here a great terminal basin, shielded by a pier 80 ft. wide and 4,300 ft. long. The river is spanned by a railroad-bridge of stone and iron, erected at a cost of $1,150,000. The city receives its water-supply from Rensselaer Lake (5 M. W.) by a fine system of works which cost over $1,000,000.

Broadway is a wide business street near the river; and the parallel streets, Pearl and Green, are also devoted to trade. *State St.* runs from Broadway, up a steep hill, to the Capitol Square, on the plateau W. of the city. The *Old State House* is a plain freestone building, which dates from 1807, and fronts on a park of 3 acres. Farther back is the * **State Library**, occupying a neat fire-proof building. There are here about 85,000 volumes (especially rich in early American history), many pictures (of historic rather than artistic value), and a collection of curiosities which includes the original André papers, the MSS. of Sir Wm. Johnson and Gov. George Clinton, the original of President Lincoln's Emancipation Proclamation, bronze medallions of 74 French monarchs (presented by Napoleon III.), the dress-sword of Washington (presented to him by Frederick William of Prussia), his pistol, rolls of family expenses, drawing and surveying instruments, and the draft of his Farewell Address.

The * **New Capitol** is W. of the Old State House, and is being slowly advanced at enormous expense. It is of light-colored stone, in Renaissance architecture, with certain features adapted from the Louvre Palace, the Paris Hôtel de Ville, and the Maison de Commerce at Lyons. There will be a grand terrace on the E., whence bold stairways will lead to the loggia. The inner court is 137 by 92 ft., and the tower is to be 320 ft. high. The building is fire-proof, and occupies the highest ground in the city, 170 ft. above the Hudson. It will be visible for many leagues. The * **State Hall** is an elegant building of Sing Sing marble, with an Ionic portico and a dome. It was completed in 1842, at a cost of $300,000, and contains several important offices of the State. Near by is the *City Hall*, in classic architecture, and built of marble, with a recessed Ionic portico above the first story. Nearly opposite is the red sandstone building (in Italian architecture) of the old and famous *Albany Academy*. At the Bureau of Military Statistics (219 State St.; open daily to visitors) are many memorials of war, and also an interesting collection of the colors of the N. Y. soldiers of the Republic in the Secession War. The State Geological and Agricultural Hall is on State St., and contains vast and valuable * collections in all departments of natural history, agricultural products and implements, ancient relics of the Indians, and the skeleton of the Cohoes mammoth.

At the foot of State St. is the massive Exchange; and to the S. on S. Pearl St. are the new City Buildings, in Florentine architecture, near the Young Men's Association Hall. The *State Arsenal* is a massive castellated building in the valley at the corner of Eagle and Hudson Sts., and the *State Normal School* is at Lodge and Howard Sts. The Albany Medical College is an old and reputable institution (Eagle and Jay Sts.), with large anatomical and pathological museums. The *Law School* is near the

Medical College, and is one of the most famous legal institutions in the Republic. 1½ M. S. W. of the city are the buildings of the Almshouse, Insane and Fever Hospitals, and Industrial Schools, all on one large farm. There are several other charitable institutions about Albany, and numerous public and private schools of high grade. On a hill in the N. part of the city is the *Dudley Observatory*, richly endowed by Mrs. Dudley, and furnished with a costly collection of astronomical instruments and books. The Catholic * *Cathedral of the Immaculate Conception* is a well-finished and costly building on Eagle St., with far-famed windows of stained glass: and the spacious and lofty Gothic * *Church of St. Joseph*, on Ten Broeck St., is worthy of inspection. *St. Peter's* Episcopal Church (corner of Lodge and State Sts.) is an elegant Gothic building, with a service of communion-plate which was given by Queen Anne to the Onondaga Indians. At the S. W. corner of the church is buried Lord Howe, who was killed at Ticonderoga in 1758. Several of the other churches of the city are notable either for quaintness or beauty. To the N., near Broadway, is the **Van Rensselaer Manor House* and park, an interesting old building on the site first occupied by Killian Van Rensselaer. This gentleman received from the Dutch king, in 1637, a grant of 1,150 square M., embracing most of the present counties of Albany, Rensselaer, and Columbia, and here he ruled in feudal state. After over 200 years of this government, the tenants became insurrectionary, and were repressed by the State troops. The anti-rent troubles in 1846 led to a curtailment of the prerogatives of the family, but the Van Rensselaers still remain powerful and wealthy. The old Schuyler mansion was built in 1760, and stands on Schuyler St., near S. Pearl St. It was the home of Gen. Philip Schuyler, and was visited by Lafayette, Steuben, Rochambeau, Reidesel, and many other eminent officers. The *Albany Rural Cemetery* is N. of the city, near W. Troy. To the E., across the Hudson, is *Greenbush*, a busy railroad suburb, back of which is the Mother House of the Sisters of Mercy.

Albany occupies the site of the ancient Mohawk village of Scaghneghtada ("beyond the pine-woods"), which was visited by Hudson in 1609. In 1612 a Dutch trading-post was founded here; and Albany is therefore the oldest European settlement (still inhabited) within the 13 original States. It was fortified in 1614, and was named Beaverwyck, from the numbers of beavers found there. In 1616 a trading-post and 13-gun fort was built by Corstiaensen on the island off Mt. Hope, and was called Fort Nassau, or the Kasteel. This work was damaged by a flood, and in 1623 the Dutch W. India Co. built Ft. Orange on the site of Albany, and settled the place with Walloons. The garrison was worsted in meddling in a civil war among the Indians, and the new colony was partly abandoned. After their Admiral Heyn had captured the Spanish "Silver Fleet," the enriched W. India Co. resolved to extend their limits in America, and established the feudal order of *Patroons*. Broad domains, monopolies, and powers were granted to such of the Company as would found here a *colonie* of 50 vassals; and to them was given the title of patroon. In 1637, Killian Van Rensselaer, a pearl-merchant of Amsterdam, founded and populated about Albany the domain of Rensselaerwyck, 48 × 24 M. in area. In 1643, Rev. Johannes Megapolensis erected a church (on Church St.); and in 1647 2 large whales ascended to the Mohawk, and

terrified the burghers. In 1652, Gov. Stuyvesant came up with Dutch troops from N. Y., and took down the feudal flag of Van Rensselaer. Meanwhile the colony had become the chief centre of the American fur-trade, and bands of Indian hunters from the remotest forests brought here the products of the chase. Sept. 10, 1664, after the fall of New Amsterdam, Carteret occupied Beaverwyck with a British force; and it was then named Albany, in honor of James, Duke of York and Albany (afterwards King James II.), the proprietor of N. Y. In 1696 it had 600 inhabitants, on 3 streets (the present State and Pearl Sts. and Broadway), and was surrounded by palisades dependent on a citadel. This work had 4 bastions, 9 guns, and 150 soldiers, and occupied the site of St. Peter's Church (State St.). The early government was a military despotism, and the great councils with the Indian tribes were held here for many years. The burghers were plain and frugal in their habits, and lived in quaint Netherlandish houses, whose gables faced the street. The Dutch language was predominant here for a century after the English conquest.

In 1686 Albany was made a city, and in 1798 it became the capital of the State. An inter-provincial Congress which met here in 1754 formed such a plan of union for the colonies that concerted action was possible when later events required it. It was the centre of Revolutionary power in N. Y. after 1776, was the headquarters of the army in 1812, and had great camps during the Secession War (at Greenbush, across the river). Since the completion of the Erie and Champlain Canals and the extensive systems of railroads which converge here, Albany has continued to increase in wealth and prosperity. It is noted for its stove-foundries, the N. Y. Central Railroad workshops, great cattle-yards, and lumber markets (57 firms engaged, receiving, in 1870, 452,363,000 ft. of boards, 21,588,000 shingles, and 17,769,100 lbs. of staves). There are immense breweries here, and the Albany ale is famed for its excellence. The new State Capitol will be one of the finest Renaissance buildings in the world, and will probably cost $15,000,000.

Among the natives of Albany were Henry Barclay, the missionary to the Mohawks; Gen. Lewis Benedict, who was killed at the Battle of Pleasant Hill, La., in 1864; A. W. Bradford, the jurist; Wm. A. Butler, the author; Gen. J. B. Carr, Senator Roscoe Conkling, Sir Cornelius Cuyler of the British Army, Gen. Peter Gansevoort; Francis Bret Harte, the poet and humorist; Prof. Joseph Henry, the scientist; Wm. and Philip Livingston, the Revolutionary statesmen; Wm. Page, the artist; Peter and Philip Schuyler, Gozen Van Schaick, Abraham Ten Broeck, and the Van Rensselaers, all eminent military officers in the earlier wars.

The Boston and Albany R. R. runs S. E. from Albany to the frontier of Mass. in about 40 M. (and to Boston, 201 M., in 8–9 hrs.). The line crosses the Hudson on a new and costly bridge, and passes S. through the town of Greenbush and near the river. *Schodack* station is 2 M. E. of Castleton landing; and on the E. Bunker Hill is seen. The train descends to Kinderhook (village of Niverville), at the outlet of Kinderhook Lake, which is 4 M. around. Beyond Chatham Centre the train reaches *Chatham Four Corners*, whence the Harlem (Route 7), Harlem Extension, and Hudson & Boston Railroads diverge. The line runs thence to the N. E. by E. Chatham and Canaan (near Queechy Lake and Lebanon Springs), and at *State Line* station enters the State of Mass. (State Line to Boston, see Osgood's *New England*, Routes 21 and 22).

Troy.

Hotels. — *Mansion House, on Washington Square; Troy House, corner of River and 1st St.; American, corner of Fulton and 3d St.; and several smaller and less expensive houses near the R. R. station.

Reading-Rooms. — The Young Men's Association, in the Athenæum; the Catholic Library Association, 68 Congress St. *Amusements* at the Opera and the new Music Hall.

Horse-Cars on Congress St. and Pawling Ave. to the suburb of Albia; from River St. through Greenbush to Cohoes; from the Troy Iron Works on Wynant's Kill, by 2d, Adams, and River Sts. to Lansingburgh. A steam-ferry crosses the Hudson at the foot of Ferry St.; and there are skiff-ferries at Broadway and Washington St.

Steamboats leave for New York morning and evening, stopping at Albany and several of the river ports.

Railroads—from the Union Depot. N. Y. Central & Hudson River, for Greenbush, Albany, New York, and the West; the Rensselaer & Saratoga, for Albany, Saratoga, and Rutland; the Troy & Boston, for Vermont, the Hoosac Tunnel, and Boston.

TROY, the capital of Rensselaer County, is situated at the head of navigation on the Hudson River, and is famous for its extensive manufactures. The greater portion of the city is on the alluvial plain near the river, and is crossed by the streams called Poesten's Kill and Wynant's Kill, which descend from the high bluffs to the E. The hill on the E. is called *Mt. Ida* (the source of several destructive land-slides); and that to the N. E. is *Mt. Olympus.* The city proper has 46,465 inhabitants, and the suburb of W. Troy has 10,693. It has 9 banks, 5 savings-banks, 3 daily and 6 weekly papers, and 45 churches. The iron-works here are of great magnitude, making spikes, horseshoes, nails, stoves, engines, safes, etc.; the Meneely foundry (at W. Troy) is famous for its bells; and in the S. part of the city are extensive Bessemer steel works. The car-works are the largest in the State, and there are manufactories of cotton and woollen goods, collars, hosiery, boots and shoes, paper, flour, beer, and marbleized slate. *River St.* is the chief thoroughfare of the city, and runs parallel with the Hudson. The new buildings on Washington Square and the Savings-Bank on State St. are worthy of notice. On Seminary Park (Congress St.) are the classic porticos of the 1st Presbyterian Church and the County Court House, between which is the building of the old Troy Female Seminary, founded by Mrs. Emma Willard in 1821, and for many years the leading school of its class in the country (having 7,000 alumnæ). The *Rensselaer Polytechnic Institute* was founded by Patroon Van Rensselaer in 1824, and is a well-known school of mathematics and the useful arts. Its buildings are near 8th St., in the vicinity of the Troy Hospital (Sisters of Charity) and the Mary Warren Free Institute. E. of the city on Mt. Ida is * *St. Joseph's Theological Seminary* of the Province of N. Y., a Roman Catholic institution occupying the great buildings (in Byzantine architecture) which were originally erected for the Troy University (Methodist). The tall round towers of the Seminary are visible for miles; and the * view from the Park, or from the Polytechnic Institute (above the Union Depot), embraces many leagues of the populous Hudson Valley, with Troy outspread below. Horse-cars run S. E. from the Seminary near Marshall's Infirmary and Ida Lake to the factory-village of Albia. The Catholic Orphan Asylums are large buildings in the S. part of the city. There are several other charitable institutions here; and the educational facilities are very good. Near 1st, 2d, and 3d Sts. are the best houses and the finest churches of the city. The cemetery has pleasant grounds, and the Griswold monument is worthy of notice.

W. Troy has 42 manufactories, and is the seat of the *Watervliet Arsenal,* a first-class national institution for the manufacture, storage, and

repair of war *materiel* and military equipage. During the Secession War 1,500 persons were employed here day and night. There are 40 buildings, on a park of 105 acres. The grounds are kept very neatly, and are adorned with trophy-batteries captured at Yorktown, Stony Point, Saratoga, and other battle-fields.[1]

Troy occupies an estate which was leased in 1720 from the Van Rensselaer Manor by Derick Vanderheyden. In 1786 the farm was laid out as a town at the instance of a company of New-Englanders, by whom it was settled. In 1789 it contained 12 dwellings, and received from its freeholders the name of Troy, displacing the Patroon's name of Paanpaack ("a Field of Corn"). The completion of the Erie Canal gave a great impetus to the Trojan prosperity, and the city has continued to grow in spite of several disastrous fires. The population in 1810 was 3,895; in 1830, 11,556; in 1850, 28,785; and in 1870, 46,485.

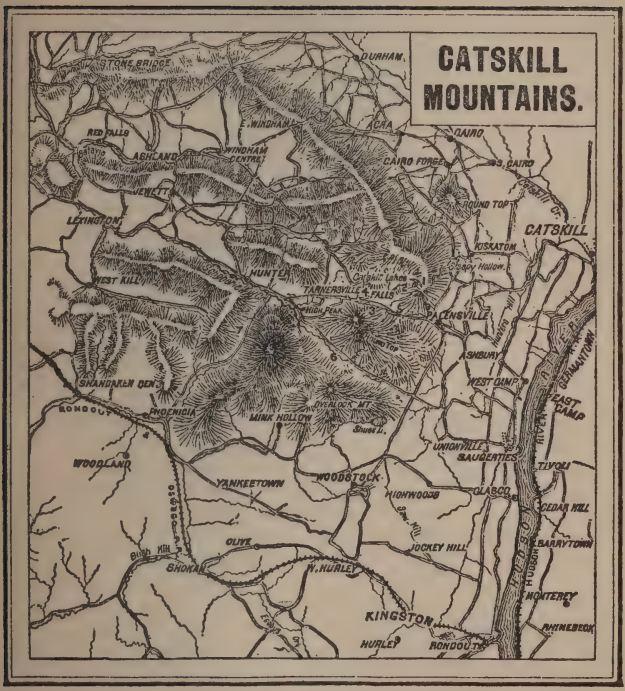
9. The Catskill Mountains.

The usual avenue of approach is by the Hudson River. The steamboat which leaves N. Y. (Pier 40) at 8.30 A. M., arrives at Catskill at 3.20 P. M.; and the boat leaving Albany at 8.30 A. M. arrives at 11 A. M. Boats leave N. Y. (from the foot of Franklin St.) at 6 P. M.; and minor lines run from Catskill to Albany and Newburgh. Several trains daily on the Hudson River R. R. (see page 62) stop at Catskill Station, whence a ferry-boat crosses to Catskill. Stages run from the landing to the village. Stages leave Catskill daily for the chief hotels among the mts. (to the Catskill Mt. House, 12 M.; fare, $2.50). The mts. are sometimes entered by way of Rondout and the Overlook Mt. House (see page 81).

Catskill (*Irving House*, new and comfortable; *Gunn's Hotel*, neat and inexpensive) is about ½ M. from the river, and is the capital of Greene County. It has 3,791 inhabitants, 5 churches, 2 banks, and 2 newspapers, and is the seat of a large country trade. ¼ M. N. is the * **Prospect Park Hotel**, a new and elegant summer hotel, situated among extensive grounds on a plateau which commands a pleasing view. ½ M. W. of Catskill is the * *Grant House*, on a promontory over the valley, and looking across to the mts. The Catskill Creek flows N. W. through charming rural scenery, and the Cauterskill Valley extends to the S. near the old King's Road, to the High Falls, 9 M. distant. In a family mansion near the village lived Thomas Cole, the artist, who painted the celebrated series called "The Voyage of Life," and "The Course of Empire." At the time of his death he had on the easel a new series, entitled "The Cross and the World." The shores of Catskill were first discovered by Hudson, in 1609, and here he was visited by many peaceable Indians bearing fruits and game, but the merry Dutch mariners amused themselves by getting the natives drunk.

The Catskill Mts., or Katzbergs, were so named by the Dutch on account of the catamounts with which they were infested. The Indians called them the Ontioras, or Mts. of the Sky, by reason of their cloud-like appearance. Their traditions held that among these peaks was the treasury of storms and sunshine for the Hudson Valley, guarded by a powerful spirit, who made clouds and thunderstorms, and kept the day and the night imprisoned, letting out one at a time.

1 In March, 1874, this artillery was advertised as about to be sold at auction for old iron. Such a disposal of trophies of victory must be stigmatized as almost sacrilegious.



1. *Mountain House.*
2. *Laurel House.*
3. *Haines House.*
4. *Clifton House.*
5. *Cauterskill Clove.*
6. *Plattekill Clove.*
7. *Stony Clove.*
8. *Grand View Hotel.*

She made the new moons, and cut up the old ones into stars. Many mischievous imps haunted the forests and dells, and lured the Indian hunters to places of extreme peril. The Dutch sent several expeditions to these mts. in search of gold and silver, in which quest they met with some success. The mountaineers of the present day are partly descended from the old Dutch settlers, and partly from the insurgents who fled from Mass. after Shays's rebellion. The highland towns of Greene and Ulster Counties have hundreds of small boarding-houses, which are usually well filled in summer, and the district affords a favorite field for pedestrian and artistic tours. Travellers who propose to make a long sojourn here would do well to buy Rockwell's "The Catskill Mts."

The main road from Catskill to the mts. leads out over the fair valley and crosses the Catskill Creek. 6 M. from the village the Mt. Retreat, or Half-Way House, is passed, and the ancient Dutch hamlet of Kiskatom is seen on the r. The boarding-houses of the Saxes and others are near the N. slope, and the road soon traverses the narrow glen which has been immortalized by Irving's legend of "Rip Van Winkle." The well-constructed road thence ascends the mt. by many curves and galleries, surrounded by trees and cliffs. At the Rip Van Winkle House, in Sleepy Hollow, the road turns to the l. and soon leads within sight of the white colonnades of the Mt. House. The * **Catskill Mt. House** accommodates 600 guests ($ 4.50 a day; $ 25 – 30 a week), and is situated on a broad rock platform on Pine Orchard Mt., 2,212 ft. above the river.

The ** view from this point includes an area of 10,000 square M., in 4 States. "A line drawn from N. to S. through the sphere of vision divides it into 2 equal parts. The W. half is mountain, falling off in a line of rock parapet; the E. is a vast semicircle of blue landscape, ½ M. lower. . . . . On the horizon the Hudson Highlands, the Berkshire and Green Mts., unite their chains, forming a continuous line of misty blue." The Hudson and its broad valley, studded with white villages, are outstretched below for many leagues. This view has been enthusiastically described by some of the best American authors, and Harriet Martineau was more moved by it than by Niagara itself. The mirage, or spectral cloud reflections, the sunrise over the Taghkanicks, and the raging of a thunder-storm, are objects of special interest here.

The *North Mt.* commands a still broader prospect, and is often visited from the hotel by a path which passes the cavern called the Bear's Den. The *South Mt.* is ascended by a pleasant path that leads up by Pudding-Stone Hall and the Fairy Spring; and the view is over a vast area, including also certain peaks of N. J. A short distance back of the Mt. House are the two *Cauterskill Lakes* (each 1½ M. around, and abounding in fish), between which the road passes. An old road leads S. from the hotel to Moses Rock and the Grand View House. 1½ – 2½ M. distant (by path or road) is * *Schutt's Laurel House* (200 guests; $ 15 – 25 a week), situated at the head of a deep and well-wooded ravine. Just below the house are the lovely * **Cauterskill Falls**, where the outlet of the lakes springs over the cliffs in two leaps, the first being 175 ft. high, and the second 80 ft. The natural flow of water being insufficient (especially in summer) to display the best effect of the Falls, a dam has been built at the verge of the cliff, and the water is turned on at certain times and after the payment of a small fee. Long stairways descend to the foot of the Falls, and some

fine rugged scenery (including the * *Bastion Falls,* ¼ M. below the second fall) may be seen by scrambling down the ravine to the road in the Cauterskill Clove (1 M. from the upper fall). *Sunset Rock* is 1½ M. from the Laurel House (by a well-defined forest-path), and overlooks the resounding ravine, High Peak and Round Top, the Hudson River and Valley, and the hamlet of Palensville. Prospect Rock is reached by a pleasant path leading W. 1 M. from the Laurel House.

Palenville is 10 M. from Catskill and 4–5 M. from the Mt. House. It is a pleasant hamlet at the mouth of the Cauterskill Clove, and is the favorite resort of artists. There are several large boarding-houses here, and the prices are $8–15 a week (Cass; Goodwin; Hawver; Ward; Peck; Winantz; Crapsey, and others). Over Palenville, on a sharp projecting spur of S. Mt., is the *Grand View House,* visible far over the valley. From the hamlet the wide ravine called the *Cautersville Clove* runs W. into the mts., and is traversed by the Hunter Turnpike. The Clove leads upward for 3 M. to the lofty plateau, and passes very pretty bits of brook scenery. The High Rocks and the * Fawn's Leap Falls (fee, 25c.) are in this ravine; and near the head is the Haines House, where is the entrance to * *Haines's Falls* (fee, 25c.), a fine cascade 150 ft. high, with several minor falls above and below. Near the bridge where the Clove road crosses the brook down in the glen is the peculiar rock which assumes the form of Washington's profile. There are several graceful cascades on the slopes of High Peak (l. of the road); and the Cauterskill may be followed to the r. from the road by the Bastion and Cauterskill Falls to the Laurel House. On the plateau near the head of the Clove are several large boarding-houses (Haines's; Scribner's; the Clifton, etc.). The road passes on to the hamlets of Tannersville (*Rogen's Hotel; Mt. Home*) and Hunter (*Breeze Lawn House*); and near Hunter a road diverges to the S. W. and passes down to the Esopus Valley, through *Stony Clove,* which abounds in trout. Hunter is in a narrow glen which was settled by Cow Boys (an order of border banditti) after the Revolution. Near it is Hunter Mt. (4,082 ft. high), and also the sharp peak called the Colonel's Chair. Stony Clove is 2 M. from the hamlet, and within its sunless depths ice remains throughout the year. The Devil's Tombstone is a lofty rock in this defile. Near the Clove is the sportsman's resort known as *Gray's Hotel.* Hunter is 20 M. from Catskill and 4 M. beyond Tannersville. Farther W. are the profound glens of Lexington; and 36 M. W. of Catskill is the thriving village of *Prattsville* (2 inns), near the far-viewing Pratt's Rocks (on which are cut busts of the Pratts, who founded the town). A road leads up the valley from Catskill to Cairo (10 M.), and S. Durham (16 M.), and then crosses the mts. to *Windham* (26 M.), a lofty town whose hamlets receive many summer visitors.

The *Plattekill Clove* is 6 M. S. of the Cauterskill Clove, and may be

entered from the plains of Saugerties by a road running along the foot of the mts. from Palenville, or from the plateau near Tannersville. It is a deep descending gorge between massive cliffs, and is traversed by a falling brook and a rugged road. On the N. are High Peak and Round Top; and on the S. is the Overlook Mt. (see page 81). Dibble's House is in this Clove, 8 M. from Hunter, and is near the Black Chasm Falls, which are 300 ft. high.

* **High Peak** is the most prominent object in all this region, and is often ascended, even by ladies. The path is rugged and long, and begins near Haines's Falls. The * view from the summit (3,804 ft. high) is said to be the most extensive in this region. Next S. E. of High Peak is the symmetrical *Round Top* (3,718 ft. high); and these two summits are isolated from the others of the range by the deep passes of the Cauterskill and Plattekill Cloves. *Blackhead* is a steep and symmetrical peak 5–6 M. N. of the Mt. House. There remain several hundred square miles in Ulster and Greene Counties, explored but unchronicled, thinly inhabited, and covered with tall and nameless mts.; adorned with lofty cascades, clothed with primeval forests, and traversed by many picturesque trout-streams.

10. Albany to Montreal.

The most direct route is by the Rensselaer and Saratoga R. R. to Rutland, and thence N. by the Central Vermont R. R. Drawing-room and sleeping cars are attached to the through trains, and the line traverses an interesting and picturesque country. Summer tourists, to whom time is no object, will prefer the way by Lakes George and Champlain (Routes 11 and 12), or by Lake Champlain alone, taking the steamer at Whitehall. (A new railroad is being built from Whitehall along the W. shore of Lake Champlain to Montreal, and will probably be opened to travel in 1875). Fares, Albany to Saratoga, $1.10; to Lake Champlain (Whitehall), $2.45; to Rutland, $3.65.

Stations, Albany; Cemetery, 4 M.; W. Troy, 6; Cohoes, 9; Waterford, 11; Junction, 12 (here the Albany Division joins the main line, coming from Troy, 6 M. distant); Mechanicsville, 18; Round Lake, 24; Ballston, 32; Saratoga, 38; Gansevoort's, 49; Moreau, 54; Fort Edward, 55 (branch to Glen's Falls, in 6 M.); Dunham's Basin, 58; Smith's Basin, 63; Fort Ann, 67; Comstock's, 71; Whitehall (Junction, 77; Lake Champlain, 79); Fairhaven, 85; Hydeville, 88; Castleton, 95; W. Rutland, 102; Centre Rutland, 104; Rutland, 106. Stations on the Central Vermont R. R. Rutland, 106 M. from Albany; Sutherland Falls, 113; Pittsford, 116; Brandon, 123; Leicester Junction, 128; Salisbury, 133; Middlebury, 139; Brooksville, 143; New Haven, 147; Vergennes, 153; Ferrisburgh, 155; N. Ferrisburgh, 158; Charlotte, 162; Shelburne, 167; Burlington, 174; Winooski, 177; Essex Junction, 182; Colchester, 186; Milton, 193; Georgia, 197; St. Albans, 207; St. Johns, 250; Montreal, 277.

The S. terminus of the R. & S. R. R. is at Troy, and trains from Albany connect with the main line at Albany Junction. The line passes the large lumber docks near the outlet of the Erie Canal, and then runs N. by the beautiful Albany Rural Cemetery to *W. Troy*, with the great city of **Troy** on the E., over which are the towers of St. Joseph's Seminary (see page 89). The Mohawk River is crossed at **Cohoes**, a prosperous manufacturing city at Cohoes Falls, with 15,357 inhabitants, 7 churches,

and 2 weekly papers. On the immense water-power derived by hydraulic canals from above the long dam are large factories for making paper, furniture, cotton goods, axes, bar-iron, hardware, etc., aggregating $10,000,000 annually. Near Cohoes is the new and costly State Dam; and 3 M. above, the Erie Canal crosses the river in a stone aqueduct 1,137 ft. long, resting on 26 piers. The falls at Cohoes are 900 ft. wide, amid rocky ledges and cliffs, and fall 78 ft. (40 of which are perpendicular). The train passes on to the large factory-village of *Waterford*, on the Hudson; runs by the Albany Junction, and traverses a long intervale between the Hudson River and the Champlain Canal. The line then deflects to the W. and passes the thread-factories of Mechanicsville and Round Lake (near the celebrated Methodist camp-ground). Station, **Ballston Spa** (* *Sans Souci Hotel; Ballston House*, and others), the capital of Saratoga County, with 5,000 inhabitants and several factories. The Spa was widely renowned as a summer resort many years ago, and still has many visitors. The *Artesian Lithia Spring* was discovered in 1868, and flows from a depth of 650 ft. It is recommended for the cure of rheumatism, gout, gravel, and several other maladies, and contains 1,233¼ grains of mineral matter to each gallon, of which nearly 8 grains are of the bi-carbonate of lithia. The *Sans Souci Spouting Spring* contains 986⅓ grains of mineral matter to each gallon, of which 572 are of chloride of sodium, and 274 are of the bi-carbonates of lime and magnesia. It is on the grounds of the Sans Souci Hotel, a large building which was erected in 1804. There are other deep springs in the village A branch R. R. runs S. W. from Ballston to Schenectady, in 17 M. 7 M. beyond the Spa the train passes (on the r.) the great hotels of

Saratoga Springs.

Hotels. — * Congress Hall, alongside of Congress Park, has 1,016 ft. of frontage (on 3 streets), with broad piazzas, roof promenades, and fine parlors. It was built in 1868, and is of an imposing form of architecture (1,200 guests). The * Grand Union Hotel is opposite Congress Hall, and has a frontage (on Broadway) of 1,364 ft., with 1 M. of piazzas, 2 M. of halls, 13 acres of carpets and marble flooring, and 824 rooms (from $21 to $28 a week). The office is adorned with marble columns and frescos. The * Grand Hotel, opposite Congress Park, is richly furnished and decorated, and cares for 1,000 guests. The New * United States Hotel is solidly built of brick, with 1,100 rooms, at a cost of over $1,000,000. It fronts on Broadway and Division Sts. for 900 ft., and has immense parlors and dining-halls, and airy colonnades. The * Clarendon is an aristocratic resort (500 guests), amid stately elm groves, opposite Congress Park; and the Everett House, in the same vicinity, accommodates 200 guests. The American (on Broadway) accommodates 450 guests; the Marvin House (corner of Broadway and Division Sts.), 250; the Columbian, 200; and the Continental (on Washington St.), 200. Besides those above named, there are 42 hotels in and near the village, together with several great water-cure establishments under the care of experienced doctors, and many quiet and inexpensive boarding-houses. The charges at the principal hotels are $5 a day, $25–35 a week, while every variety of price and accommodation may be found among the smaller hotels. Pleasant quarters may be found in the boarding-houses for $8–20 a week. (Lists of hotels and boarding-houses, with locations and prices, in Dearborn's "Saratoga," 25c.; Allen's "Handbook" is scientific and medical, 75c.) The Windsor (400 guests) is a new first-class hotel, opposite the Clarendon.

A B C D E F G H
1 2 3 4 5 6 7
BROADWAY
PARK
CONGRESS ST.
CHURCH ST.
HIGH ROCK AV.
CIRCULAR ST.
REGENT ST.
SPRING ST.
MARION AV.
EXCELSIOR AV.
EXCELSIOR LAKE
HILLSIDE AV.
29. R.R. Station . . . C. 1.
30. Town Hall ..... D. 2.
31. Temple Grove Sem. C. 3
32. Green Ridge Cemet. A. 3
33. Road to Geyser and Glacier Springs.... A. 1. 2.
34. " " Glen Mitchell..... H. 2.
35. " " Saratoga Lake..... B. 5.
36. Path to Excelsior Spring ..... E. 5.

SARATOGA SPRINGS.

SPRINGS.

1. *Congress* ..... B. 2.
2. *Columbian* ..... B. 2.
3. *Washington* ..... B. 2.
4. *Hathorn* ..... C. 2.
5. *Hamilton* ..... C. 3.
6. *Putnam* ..... C. 2.
7. *Pavilion and United States* ..... D. 2.
8. *Seltzer* ..... E. 3.
9. *High Rock* ..... E. 3.
10. *Star* ..... E. 3.
11. *Empire* ..... E. 3.
12. *Red* ..... E. 4.
13. *"A"* ..... F. 4.
14. *Excelsior* ..... F. 7.

HOTELS.

15. *Congress Hall* ... B. 2.
16. *Grand* ..... B. 2.
17. *Grand Union* .... B. 2.
18. *United States* .... C. 2.
19. *Clarendon* ..... B. 2.
20. *Continental* ..... B. 1.
21. *Marvin* ..... C. 2.
22. *Holden* ..... C. 2.
23. *American* ..... C. 2.
24. *Everett* ..... A. B. 2.
25. *Washington* ..... E. 2.
26. *Broadway* ..... E. 2.
27. *Mansion* ..... G. 7.

28. *Drs. Strong* ..... C. 3.

Carriages. — 50c. each passenger for a course within the village limits (baggage extra). *Omnibuses* run frequently to the springs beyond the village, and to Saratoga Lake. A small steamer plies on the lake. *Stages* run daily to Schuylerville (12 M. E.) and the river villages.

Amusements. — There are nightly hops in the ball-rooms of the large hotels, and grand balls once a week at each of these houses. Guests pay $1 for admission to the balls, which are very brilliant. *Music* is discoursed by the bands connected with the hotels several times daily, and promenades take place in the parks, parlors, and piazzas. Dramatic and literary entertainments in the village hall. *The races* come off in July and August (second week) on one of the best of the American race-courses (1 M. from Congress Park). The swiftest horses are entered at these famous contests, and some of the most remarkable races of the past decade have taken place there. Aquatic sports on Saratoga Lake.

Churches. — The Methodist and the Episcopal societies have fine buildings on Washington St., near the Grand Union. The Baptist Church is on the same street, and the Presbyterian Church is on Upper Broadway. The Catholics meet at their church on S. Broadway (near the Clarendon), and the Congregationalists on Phila St. (over the Post-Office). The Y. M. C. A. parlors and reading-room are in the Town Hall (corner Broadway and Church St.).

Railroads. — To New York, by through express (without change) on the Hudson River R. R., in 5½ hrs. (186 M.), or to Albany by train, and thence to New York by the river-steamers. To Philadelphia (page 319) by way of Schenectady and Binghamton. To Boston, by the Hoosac Tunnel, by Rutland (230 M. in 9 hrs., without change), or by the Boston and Albany R. R. To Chicago (841 M.), by Schenectady, and thence by the N. Y. Central and its Western connections. Saratoga is 38 M. from Albany, 45 M. from Lake George, 202 M. from Montreal, 311 M. from Niagara Falls, 237 M. from the White Mts., and 412 M. from Washington. The Adirondack Railroad runs from Saratoga to North Creek (57 M.).

SARATOGA SPRINGS, one of the foremost summer resorts of America and of the world, is situated in Eastern New York, about midway between N. Y. City and Montreal. Like Newport by the sea, it is often called "the Queen of American watering-places"; and this dual sovereignty is generally acknowledged. The village is situated on a plateau 10–12 M. W. of the Hudson River, and has a resident population of about 9,000. The hotel system of Saratoga is unequalled elsewhere in the world, and, although equal to the accommodation of 15–18,000 guests, it is taxed to its utmost capacity during the month of August (the season opens early in June). *Broadway* is the main street, and extends for several miles N. and S., with the chief hotels near its centre, and a succession of villas beyond. Circular St. and Lake Avenue are also famed for their elegant summer residences, while large medical establishments and boarding-houses are found on the quieter side-streets. The village is at its brightest in August, when it is thronged by visitors from all parts of the Republic and from Europe; while over 3,000 private carriages, together with the cavalcades from the public livery-stables, join in the parade of fashion on Broadway and the Boulevard. Although the greater part of the visitors come from the central Atlantic States, yet the number from beyond that district is so great as to give a continental, or even a cosmopolitan, flavor to the summer society. The merry music of the bands, the regular processions of elegant carriages on the fashionable drives, the crowds gathering about the springs at the hours for drinking, the brilliant hops and the world-renowned balls at the grand

hotels, and the surging of the multitude toward the railroad-station at the time of the incoming trains, furnish endless resources for observation and amusement.

Congress Park is a pleasant ground for a ramble, and consists of a low ridge sweeping around the Congress and Columbian Springs. It is opposite the chief hotels, and is well laid out in paths, with a lake, a line of cottages, and many other neat embellishments which were added in 1876. N. of the Park is the *Indian Camp*, where a band of French half-breeds and Indians sojourn during the summer, carrying on a lucrative trade in bead-work, baskets, moccasins, and other small wares. The Circular Railway is near the camp, and is supposed to afford visitors a beneficial exercise. A little way N. of the camp (on the r. side of Circular St.) is the *Temple Grove Seminary*, whose fine building is used during the summer as a boarding-house for families. On the same street, just beyond the Seminary, is the Drs. Strong's Institute (200 guests), for the practice of the water, vacuum, and movement cures. 1½ M. N. of the Park are the hotel and driving-park at *Glen Mitchell*, with finely arranged grounds and shady groves.

The mineral springs rise in a stratum of Potsdam sandstone, near a great break, or displacement, of the strata underlying the Saratoga Valley, and reach the surface by passing through a bed of blue clay. Most of the springs are owned by stock companies, one of which has a capital of $1,000,000, and controls the Congress, Columbian, and Empire Springs. The process of boring artesian wells has been introduced with much profit, and some of the most valuable of the new sources have been discovered in that way ($175,000 has been offered for the Geyser Spring). Immense quantities of the waters are sent away to all parts of the United States, for the treatment of invalids at home, though the processes of bottling and packing are difficult and costly. In the year 1866, 300,000 bottles were sent away from the Empire Spring alone. Great quantities of artificial imitations of the waters are also sold in the American cities. The principal ingredients are carbonic acid and salt, with bi-carbonates of lime, magnesia, soda, iron, and lithia, whose varying proportions cause the peculiar properties of the different sources. The visitor may freely drink at any of the springs, the water being dipped up by boys (to whom a small gratuity is sometimes given). The cathartic waters should be taken before breakfast (3 glasses being a fair quantity); the alterative waters are taken in small quantities throughout the day; the tonic (iron) waters after midday; and the diuretic waters before each meal.

The **Congress Spring** is near the new cottages in Congress Park. It was found by a party of hunters in 1792, and was so named because there was a Congressman among their number. The exportation of the water began in 1823, and it has now a continental fame, and is also sold in Europe. Each gallon contains 400 grains of chloride of sodium (salt), 143 of bi-carbonate of lime, 122 of bi-carbonate of magnesia, and 36 of other elements, with 392 cubic inches of carbonic-acid gas. This water is cathartic and alterative, and is beneficial in diseases of the liver and kidneys, dyspepsia, and gout. More of it is drank than of the water of any other American spring, and its vicinity is thronged every bright summer morning with health-seekers from the hotels.

The **Columbian Spring** is prettily sheltered in Congress Park. It was discovered in 1806, and is the favorite among the residents of the village. It is a ferruginous water, containing much carbonic-acid gas, and should be taken in small quantities. It is a decided tonic and diuretic, and its use strengthens the digestive organs and increases the iron in the blood. Each gallon contains 291 grains of chloride of sodium, 90 of carbonate of lime, 40 of carbonate of magnesia, 6 of carbonate of iron, and 457 cubic inches of carbonic-acid gas.

The **Washington Spring** is in the grounds of the Clarendon Hotel (across Broadway, and 600 ft. from the Congress). It was opened in 1806, and while being renovated and shafted in 1858, a torrent of water and gas burst into the subterranean tunnel and forced the workmen to flee for their lives. This is the pleasantest water in the valley, and has a taste of iron, with strong tonic properties. It is sometimes called "the Champagne Spring," and is situated amid stately pine groves.

The **Hathorn Spring** is on Spring St., opposite Congress Hall. It was discovered in 1868, and is a very powerful cathartic, especially efficacious in disorders of the stomach and kidneys, and in giving tone and strength to exhausted systems. Each gallon contains 510 grains of chloride of sodium, 176 of bi-carbonate of magnesia, 171 of bi-carbonate of lime, and an extraordinary quantity of lithia. It is pleasant to the taste, and acts also as a diuretic. It was tubed at a cost of $15,000, and is 40 ft. deep. 300 dozen bottles ($3 a dozen) are put up daily. The *Hamilton Spring* is near the Hathorn, and back of Congress Hall (corner of Spring and Putnam Sts.). It is alterative and diuretic; also mildly cathartic, and is chiefly used for diseases of the kidneys. The *Putnam Spring* is on Phila St. (near Putnam), and is a chalybeate water. It is mostly used for bathing, for which there are conveniences on the premises. The *Crystal Spring* is under the Grand Hotel, and was opened in 1870. It is tainted with sulphuretted hydrogen, and is alterative in its effect.

The **Pavilion Spring** is in a pretty park on Lake Avenue, near Broadway. It was tubed in 1839 (re-tubed in 1869), and has a wide reputation for its cathartic properties and its efficacy in dyspepsia and bilious complaints. Of late years it has improved in quality and popularity, and great quantities are sent away every year. The **United States Spring** is under the same graceful colonnade, and is tonic and alterative in its properties, while from its sparkling character it is used for giving life and flavor to still wines. Each gallon contains 142 grains of chloride of sodium, 93 of bi-carbonate of lime, 73 of bi-carbonate of magnesia, and 245 cubic inches of carbonic acid.

The sources previously mentioned are near each other in the centre of the village. The Seltzer, High Rock, Star, Red, and "A" Springs are in a line in the N. part of the village. The **Seltzer** is a short distance N.

of the Pavilion, near Spring Avenue. The water wells up through an exposed glass tube 3 ft. high and 15 inches in diameter, in which the free gas causes frequent ebullitions. It is the least saline of the Saratoga waters, and is said to resemble the Nassau Spring in Germany. It is a pleasant and invigorating beverage.

The **High Rock Spring** is just N. of the Seltzer, and is the greatest curiosity of Saratoga. It flows from a crater-like opening in a dome-shaped mass of tufa-rock nearly 4 ft. high, which has been formed by the precipitation of carbonate of lime formerly held in solution in the water. This rock has been lifted off once, in order to allow of the removal of the underlying logs and mud. A graceful Saracenic canopy has been built over it. The water is tonic and cathartic, and is actively beneficial in a large number of diseases. It is decidedly saline to the taste, containing in each gallon, 390 grains of chloride of sodium, 31 of bi-carbonate of lime, and 55 of bi-carbonate of magnesia.

The **Star Spring** is near the High Rock, and was formerly called "the President" and "the Iodine." A large bottling-house is situated here, and immense quantities of the water are shipped thence to New England, where it is the favorite spring. It is also put up in barrels and kegs lined with tin or porcelain. It is mildly cathartic in its effect, and pleasantly acid to the taste, and is beneficial for rheumatism and cutaneous diseases.

The **Empire Spring** is just E. of the Star, at the foot of a detached bluff of Mohawk limestone. It was opened in 1846, has pleasant surroundings, and is provided with a large bottling-house. It is very similar in its ingredients and effects to the Congress water. Near this is the *Red Spring*, a strong ferruginous water which is of much efficacy in cases of dyspepsia and skin diseases, also in improving the blood. It is principally used for bathing. The *"A" Spring* is near by (on Spring Avenue), and is a valuable cathartic remedy. It is pleasant to the taste, and is exported in large quantities.

The **Excelsior Spring** is about 1½ M. N. E. of Congress Park, and is reached by Spring Avenue, or by a forest-path turning off near the crossing of Lake and East Avenues. It is in Excelsior Park, which has been laid out for a suburb of villas, and near Excelsior Lake, whence the village gets its water-supply. This spring is pleasant to the taste, and mildly cathartic in operation. Great quantities of it are shipped to the cities. Near this place are the Minnehaha, Union, and other sources, forming a group known as the Ten Springs. The *Mansion House* ($10–20 a week) is situated in this vicinity. The **Eureka Spring** is reached by following the park-like valley for a few rods beyond the Excelsior. It is situated amid charming forest scenery, and is gaining popularity as a cathartic agent, beneficial for cases of dyspepsia and for diseases of the digestive organs. Near this place is the *Eureka White-Sulphur Spring*,

having a copious flow of water charged with sulphuretted hydrogen. This is one of the best hepatic springs in the State, and is efficient in many diseases of the glands, skin, and stomach. It is taken internally and externally, — the latter at the bath-houses (50c. a bath) in the vicinity. Stages run hourly from the great hotels to the Eureka Springs (20c.).

The **Geyser Spouting Spring** is 1½ M. S. W. of the village, on the Ballston Road (omnibus fare, 20c.). A shaft was bored (in 1870) to the depth of 140 ft., where it struck a vein of water, which has since continued to flow copiously. It rises through a pipe of block-tin, and forms a jet 25 ft. high, agitated by carbonic-acid gas. This is the coldest of the waters of Saratoga, and has a larger amount of mineral matter than any other. It is strongly cathartic, and is lively and pleasant to the taste. A pretty little park is being made in this vicinity.

The **Glacier Spouting Spring** is near the Geyser, and was opened, in 1871, by sinking an artesian well to the depth of 300 ft. in the Trenton limestone. The water spouts to a considerable height, and has a large proportion of mineral matter. It is a powerful cathartic, and is beneficial in diseases of the liver and kidneys. The *Ætna*, *Triton*, and *Ellis Springs* are also in this vicinity.

Saratoga Lake is 4 M. from the village, and is reached by the favorite drive called the Boulevard (entered between Congress Hall and the Park; omnibuses out and back, 75c.). The Boulevard is 100 ft. wide, is lined with trees on the sides and in the centre, and commands distant views of the Green Mts. It passes near the race-course and the trout-ponds. * *Moon's Lake House* is the favorite of the lake-hotels, and furnishes rare dinners of fish and game, at high prices. The fried potatoes of this house are considered a great delicacy. Boats and fishing-tackle may be obtained here. The lake was called *Kayaderoga* by the Indians, and is 8 M. long by 2½ M. wide. The scenery is quiet, although the views from Chapman's Hill (1 M. from the Lake House) and Wagman's Hill (4 M.) are pleasing, and embrace the panorama of the Kayaderosseras Mts. On the shore is Frank Leslie's elegant villa of Interlachen. *Lake Lovely* is a sequestered pond among the hills near the Boulevard. It is a favorite resort for picnics, and has some fine woodland scenery. The Greenfield Hills, the falls at Corinth, Waring Hill, and Lake Luzerne are visited from Saratoga.

Saratoga is an Iroquois word which means "place of herrings" (applied to the stream now called Fish Creek). The mineral waters were used by the Indians centuries ago, and were regarded with peculiar veneration. In August, 1767, while Sir William Johnson, the friend and whilom leader of the Mohawks, was suffering from disease induced by a bad wound received at the Battle of Lake George, the tribe held a solemn council and determined to conduct him to "the Medicine Spring of the Great Spirit." He was borne on a litter to the High Rock Spring, and was its first white visitor. In 4 days his strength returned rapidly, and he wrote to Gen. Schuyler: "My dear Schuyler, I have just returned from a most amazing spring which almost effected my cure." The tidings soon spread

among the colonists, and the Spring began to be visited by the forest-trails. In 1773, Dirick Scowton built a small log-tavern near the High Rock, but the Indians drove him away, and it was opened in 1774 by a Rhode-Islander. The land was on Rip Van Dam's section of the Kayaderosseras Patent. From 1776 until 1783 no one lived there, although the officers of Gates's army frequently visited the place. Norton came in 1783, and in 1789 came Gideon Putnam, who erected the first hotel. Gen. Schuyler spent the summer of 1783 in a tent near the High Rock, and built a house where he dwelt in subsequent summers. Large hotels were erected after 1815, and new springs were opened and made available. Several destructive fires have swept through the village; and the great hotels of the present day are of late construction.

The Battles of Stillwater

were fought about 15 M. S. E. of Saratoga Springs. In June, 1777, Gen. Burgoyne marched S. from Canada with a large and well-appointed British army, strengthened by German, Canadian, and Indian auxiliaries. This force was to meet another British army advancing from New York, somewhere on the line of the Hudson River, and thus cut the rebellious colonies in two, to be subjugated in detail. Burgoyne took Fort Ticonderoga, July 6; defeated St. Clair's army; and lost a large detachment of his best German troops, who were cut off by the Vermonters at Bennington, Aug. 16. On Sept. 14 the British army crossed the Hudson and encamped at Saratoga, near the American works, where lay a strong force under Gen. Gates. Sept. 19, Burgoyne attacked Gates in 3 divisions, at the point of the bayonet. Morgan's Virginians and Dearborn's New Hampshire men checked the Canadians, after a furious fight in the forest. Near the Middle Ravine occurred the most serious fighting of the day, when Arnold attacked the enemy with the 1st and 2d N. Y. troops, the 2d, 8th, and 9th Mass. regiments, the 1st, 2d, and 3d N. H., and Morgan's Virginians. The British 9th, 20th, 21st, 24th, 62d, and grenadier regiments, with a swarm of Germans and Indians, pressed forward with the bayonet; but "Arnold led the van of his men, and fell upon the foe with the fury and impetuosity of a tiger." The British leaders, fresh from the wars of Flanders, said that they had never known so long and hot a fire. At nightfall the enemy held the field, though they had lost over 500 men. The American loss was 319. The armies now began to throw up fortifications, within cannon-shot of each other, and, on Oct. 7, Burgoyne made another attack on the Republican lines. But the Americans left their works and charged upon the hostile field-batteries; while Morgan routed the British r. wing. The German troops who formed the centre stood firm in the swash of the rout until Arnold fell upon them with his brigade of New-Englanders. Gen. Fraser, the life of the British army, was mortally wounded; and Gen. Ten Broeck brought 3,000 fresh N. Y. troops into action. A panic now seized the royalists, and they fled to their fortified camps, closely pursued by the victors, who, under Arnold's lead, stormed the works in several places under a heavy fire of grape-shot. Night then settled upon the field; and the enemy, having lost 700 men in the action, sullenly retreated, leaving their trains and hospitals. The fords of the Hudson were guarded by Fellows's New England brigade and batteries; and Burgoyne was forced to encamp at Schuylerville. Here he was confronted by 9,000 Continental troops and 4,000 N. Y. and Eastern militia; his Indian and Canadian auxiliaries deserted *en masse;* the camp was incessantly cannonaded by the American batteries; and provisions gave out entirely. Oct. 17, Burgoyne's army (consisting of 3,379 Britons and 2,412 Germans) laid down their arms. The artillery train consisted of 42 pieces; and among the captive officers were 6 members of Parliament. The army was held in captivity until the close of the war (over 5 years); first at Cambridge, Mass., and afterwards at Charlottesville, Va. As a result of this victorious campaign, Continental money rose 20 per cent; the militia hastened to the camps; Chatham and Burke denounced the war, in the British Parliament; Spain, Holland, Russia, and Rome spoke cheering words to America; and France acknowledged the independence of the United States. Large sums of money have recently been raised for a monument to be erected on the surrender-ground; and it is hoped that it may be dedicated in 1876.

Schuylerville (* *Goldsmith House*) is 12 M. E. of Saratoga Springs (daily stage), at the confluence of Fish Creek and the Hudson River. It is a pleasant

village on the line of the projected Troy & Whitehall R. R.; and has 4 churches, the old Schuyler mansion, and the sites of several ancient forts. A strong redoubt was erected here by the French army of the Baron Dieskau, in 1755; and near this fort Burgoyne's troops laid down their arms in 1777, after a campaign which "left the country stripped of nearly every evidence of civilized occupation and culminated in one of the 15 decisive battles of the world." A bridge 800 ft. long crosses from Schuylerville to Galesville, near which is an ancient hill-fort dating from 1709; and also the *Dionondahowa Falls, on the Batten Kill. A pleasant river-road runs 12 M. N. to Fort Edward, passing Fort Miller (6 M.), which was built by Sir Wm. Johnson in 1755. Once, when pursued by a party of Indians, Putnam escaped by boldly steering his boat down the white whirl of the Fort Miller Falls.

The Montreal train passes N. E. from Saratoga Springs across the thinly populated town of Wilton, with the Palmertown Mts. on the l. Stations, Gansevoort and Moreau, beyond which the Hudson River is crossed at **Fort Edward** (*Eldridge's; St. James Hotel*), a village of 3,492 inhabitants, with two banks and several paper-mills and blast-furnaces. The spacious buildings of the Collegiate Institute are seen on the l. Lake George is reached by a branch R. R. diverging here (see Route 11).

In 1690 Gen. Winthrop encamped here with a colonial army on the march to attack Montreal; and in 1709 Schuyler fortified the place and garrisoned it with 450 British regulars. It became an important point on the great military route between the French and English colonies, since here began a land transit between the water-ways of the Hudson River and Lake Champlain. In 1744 Lydius, the Indian fur-trader, built here a fortified post, which was soon destroyed by the French; and in 1755 Fort Lyman (afterwards called Fort Edward) was built at the confluence of a broad creek and the Hudson River. The ramparts were 16 ft. high and 22 ft. thick, were flanked by 4 bastions, and were bordered by a broad wet ditch. Putnam repulsed an attack of the Indians on this post; and in 1759 Lord Amherst organized here the grand army of 11,000 men, with which the Conquest of Canada was effected, terminating that Seven Years' War which cost Great Britain $369,000,000, "and laid one of the largest foundation-stones of that national debt under which she now groans." In 1777 the fort was held by 5,500 Americans, who retired before the advance of Burgoyne; and the beautiful Jane M'Crea was murdered by Indians, near the village, under circumstances which have caused her story to become one of the saddest in the New World history.

Fort Ann was erected in 1757 at the N. E. end of the tram-way and portage from Fort Edward; and Wood Creek was navigable thence to Lake Champlain. 1 M. N. W. Putnam and 500 Rangers were ambushed and defeated by the French partisan chief Molang, with a large force of French and Indians (Aug., 1758). The Rangers suffered fearfully, and Putnam was captured, and was being burnt at the stake when Molang rescued him from the savages. ¾ M. N. of Fort Ann the R. R. traverses the rocky defile where the garrison of the fort attacked the 9th British regiment (July 8, 1777). After a long and obstinate conflict, the Americans were forced to retreat.

The train runs N. E. from Fort Edward, near the Champlain Canal to *Fort Ann*, whence it descends the valley of Wood Creek. On the r. are the Cossayuna highlands, and on the l. are the uninhabited defiles of the Palmertown and Fort Ann Mts. Station, **Whitehall** (*Hall's Hotel*), an important lumbering-village with 4,322 inhabitants. It is picturesquely situated in a deep and rugged ravine at the foot of Skene's Mt. The railroad to Montreal connects here.

It was fortified at an early date, and in 1763 a colony was established here by Col. Skene (a veteran of Cartagena, Fontenoy, Culloden, Ticonderoga, and Havana). The Indian name *Kahchoquana* was supplanted by Skenesborough, and a large stone mansion and military works were erected. It was captured by Herrick and the Green Mt. Boys in 1775; and in 1779 was confiscated by the State of New York on account of Skene's adhesion to the king. July 7, 1777, the British fleet here engaged the Americans fleeing from Ticonderoga, destroyed several galleys, and took 128 cannon and a vast amount of supplies. Burgoyne's army remained here 3 weeks, and the ruins of his military works are to be seen on the heights. Benedict Arnold's fleet was built in this harbor; and hither retired Macdonough's victorious fleet with the captured British squadron (1814). The flag-ships *Saratoga* and *Confiance* sank at their moorings.

The train runs N. E. from Whitehall across Low Hampton; then passes the Poultney River, and enters the State of Vermont. A richly productive slate region is now traversed, and the line passes *Fairhaven* and *Hydeville* (at the foot of Lake Bomaseen, which is 8 M. long, and is lined with quarries of marble and slate). **Castleton** (*Sanford House*) is a pretty village, which contains the State Normal School and 5 churches. 300,000,000 white soapstone slate-pencils, 1,000 billiard-beds, 2,000 slate mantels, and vast amounts of marble, slate, and marbleized slate are turned out here yearly. 7 M. N. is Hubbardton, where Fraser's light infantry routed the American rear-guard retreating from Ticonderoga, 507 men being lost on both sides. Passing now the great marble-quarries at W. Rutland (stages to Clarendon Springs), the train soon enters Rutland. The Central Vermont R. R. is now taken from Rutland to Burlington (68 M.), with fine views of the Green Mts. on the r. **Rutland** (* *Bates House; Bardwell*) is a well-situated and prosperous town of 10,000 inhabitants, with extensive marble-works and a lucrative country trade. The marble sells at the quarries for a higher price than does Italian marble delivered in New York. There are several fine churches here; and the Court-House and Post-Office are worthy of notice. Pleasant excursions may be made to the Clarendon Springs (6 M. S.; large summer hotel), Killington Peak (9 M. E.), and Sutherland Falls (6 M. N.). The Montreal train passes the quarries of statuary-marble near the graceful Sutherland Falls; *Brandon*, with its great quarries, kaolin paint-works, and Howe's scales-factory; *Leicester Junction*, with a branch R. R. to Ticonderoga and Port Henry; Salisbury, near the favorite summer-resort at *Lake Dunmore;* marble-producing Middlebury (*Addison House*), the seat of Middlebury College; and the little city of **Vergennes** (*Stevens House*), beautifully situated at the falls on Otter Creek, viewing the Green and Adirondack Mts., and near the summer resorts of Elgin Spring and the Fort Cassin House. From **Burlington**, the train runs to Montreal in 103 M., passing Essex Junction; St. Albans (* *Weldon House*), a pretty village of 6,000 inhabitants, the chief dairy-market of New England, with fine public buildings and immense R. R. workshops; Highgate Springs (* *Franklin*

House), a favorite resort near Missisquoi Bay and the Missisquoi and Sheldon Springs; and the Canadian town of *St. John's*, on the Richelieu River. (For a more detailed description of the route from Whitehall to Montreal, see Osgood's *New England*, Routes 28, 26, and 29.)

The Troy and Boston R. R. runs from Troy to N. Adams, Mass. (48 M.), where it joins the Hoosac Tunnel lines from the E. Stations: Lansingburgh (*Park Hotel*), a prosperous manufacturing village, with 6,372 inhabitants; Melrose; Schaghticoke; Pittstown, where the line enters the Hoosick Valley; and *Johnsonville*, whence a branch R. R. runs N. 15 M., across Cambridge and Easton, to *Greenwich*, a prosperous factory-village on the Batten Kill, 7–8 M. E. of Schuylerville (see page 101). At **Eagle Bridge** (*Dalton House*), a R. R. diverges to Rutland; and from near the manufacturing village of *Hoosick Falls*, a branch line runs to Bennington. In the town of Hoosick, near the Walloomsac River, was fought the Battle of Bennington (Aug. 16, 1777), when Gen. Stark, with 1,800 men of New England, defeated Baume and Breyman, who were leading a force of Germans, Canadians, and Indians on a raid into Vermont. The battle was long and obstinate, and the enemy lost 937 men and 4 cannon. The 16th of August has been observed as a holiday in Bennington ever since the battle. The train runs S. E. from Hoosick Falls, intersects the Harlem Extension R. R. (see page 62) at Petersburgh Junction, crosses Pownal, in the S. W. corner of Vermont, and passes *Williamstown*, Mass., the seat of Williams College, near the summer resort of *Greylock Hall, at the Sand Springs. Thence it passes up the Hoosac Valley to **N. Adams** (*Wilson House*), a busy manufacturing place among the Berkshire Hills, and 2 M. from the entrance to the *Hoosac Tunnel (see Osgood's *New England*, Route 23).

Troy to Rutland.

By the Rutland and Washington R. R., in 75 M. The Troy and Boston R. R. is taken for 23½ M. to *Eagle Bridge*, whence the R. and W. train diverges to the N., up the Owl Kill Valley and across the town of Cambridge, famous for its growth of flax. Station, Cambridge (*Fenton Hotel*), near the picturesque valley of Owl Kill. Passing through the lake-studded Taghkanick Hills, the train enters the valley of the Batten Kill; and beyond Shushan it reaches *Salem*, a pleasant village and semi-capital of Washington County. To the E. are Mts. Equinox and Æolus, near Manchester, Vt.; and a few M. W. is Cossayuna Lake, a beautiful sheet 3 M. long, surrounded with high hills and dotted with green islands. High up among the Cossayuna highlands is Argyle Lake. The train now enters Vermont, and passes the rural stations of Rupert and Pawlet (famous for large potato crops). Bending back into N. Y. State, down the valley of the turbulent Pawlet River, rich intervales are traversed, by rural stations, and the line re-enters Vermont, and passes **Poultney** (2 hotels). This is a pleasant village, where Horace Greeley learnt the printer's art, and Jared Sparks mastered the carpenter's trade. The old Ripley Female College is now used as a summer boarding-house (250 guests, $10–12 a week). Excursions are made to Lake Bomaseen, Carter's Falls, and *Lake St. Catharine* (St. Catharine Hotel), which is 5 M. long, and stands among fine hill-scenery. 8 M. E. of Poultney are the *Middletown Springs* (*Montvert Hotel, 300 guests). The line now traverses a region of slate-quarries and rolling hills, and reaches Castleton station.

10 *a*. Albany to Montreal.

By the Champlain Division of the Delaware & Hudson Canal Company's Railroads, in 10–11 hours. Wagner's palace-cars are run on this route. Cars are changed at Rouse's Point. The track of the Saratoga Division is followed from Albany by Saratoga to Whitehall (see Route 10), where the Champlain Division is entered. Seats on the r. side of the train are preferable, as giving many pleasant views of Lake Champlain.

Stations. — Albany to Whitehall, 71 M.; Chubb's Dock, 78; Dresden, 81; Putnam, 86; Patterson, 91; Addison Junction, 95; Crown Point, 103; Port Henry, 111; Westport, 122; Wadham's Mills, 125; Whallonsburg, 128; Willsborough; Port Kent, 148; Valcour, 155; Plattsburgh, 161; Beekmantown, 166; Chazy, 171; Sciota, 176; Mooer's Junction, 172; Champlain, 179; Rouse's Point, 183; Montreal, 233. The express-trains run from Whitehall to Port Henry in 1¼ hrs., to Plattsburgh in 3½ hrs., and to Rouse's Point in 5 hrs. The line now uses the rails of the Ogdensburg & Lake Champlain R. R. (Central Vermont) from Mooer's to Rouse's Point; but will soon construct a new railroad from Chazy to Rouse's Point.

On leaving Whitehall the train passes to the N., and soon crosses the outlet of South Bay, with the Whitehall Narrows on the r. For over an hour the track is followed to the N., bending frequently around bold ridges and curving along the shore of the narrow lake. The highlands of Dresden and Putnam are on the l., and on the r. are the hills of Vermont, across the water. At *Patterson* a branch railroad diverges to the W., which soon crosses the outlet of Lake George (near Ticonderoga), and sweeps around Mt. Defiance to *Baldwin*, the landing-place of the Lake-George steamboats. The branch is 5 M. long, and the fare is 75c. About 10 minutes' walk from Baldwin is the **Rogers-Rock House** ($3 a day, $14 a week), a new summer-hotel on a beautiful and far-viewing promontory between two quiet bays, near the foot of Rogers's Slide.

The Montreal train next crosses the broad bay under Mt. Defiance, with views of Fort Ticonderoga. At *Addison Junction*, 2 M. from Ticonderoga village, the line meets the railroad which diverges from the Central Vermont line at *Leicester Junction*.

Arrangements have recently been made by which travellers can go from Lake George to the White Mountains in a day. Morning stages leave the Rogers-Rock House for Addison Junction, where the train is taken. Time for dinner is given at Burlington, whence the traveller reaches the mountains (at supper-time) by way of Montpelier, and the Montpelier & Wells-River R. R. Going in the opposite direction the tourist dines at Montpelier, and reaches Addison Junction in time to be carried on the stage (5 M.; 75c.) to the Rogers-Rock House to supper.

The train now runs to the N. over a comparatively level and thinly populated country, with frequent views over Lake Champlain. Beyond the hamlet and station of *Crown Point* it closely approaches the lake, and then bends to the l., with the ruined fortress of Crown Point on the r. (scarcely visible), crosses Bulwagga Bay on a long bridge, and reaches the iron-manufacturing village of **Port Henry**, at the N. end of the Kayaderosseras Mts. Fine views of the lake are now afforded on the r., as the

great iron-works N. of Port Henry are passed. The line soon turns farther inland, and runs through a thinly settled region to *Westport* station, which is about 1 M. from the pretty lake-port of the same name, on Northwest Bay. Beyond this point the lake is long hidden by the huge mass of Split-Rock Mt., which is left on the E. Near *Whallonsburg* the Boquet River is crossed twice, and the line follows its course to *Willsborough*, where it crosses yet again, and soon approaches the broad waters of Willsborough, or Peru, Bay. The scenery on this section is of a high order of beauty and impressiveness, as the train swings around the Trembleau Mts. and their connected ranges, on high grades, and often on terraces which are built out on the sharp slopes of the ridges. There are several tunnels and deep rock-cuttings, but generally the lake is open to view, and affords a series of beautiful prospects, bounded by the long line of the Vermont mountains. This section of the route is remarkable for its bold and imposing scenery, and daring engineering. 21 M. of the railroad in this region cost $3,000,000, a very heavy expenditure for Eastern railroad work. Above Port Douglas the broad expanse of Corlaer's Bay is overlooked, and islands are seen out in the lake. Swinging around the N. end of the Trembleau Mts., the line soon reaches **Port Kent**, whence a ferry-boat runs to the city of Burlington, on the Vermont shore. Port Kent is the point of departure for the Ausable Chasm (2–3 M. W.), and also for the Saranac Lakes.

From Port Kent to Plattsburgh the course is over a level and sandy country, with occasional fine views of the distant mountains. Soon after crossing the Ausable river twice, near its mouth, and the Little Ausable River, the train passes *Valcour*, near the island of the same name, off which Arnold was defeated in a naval battle. The line now lies nearer the lake, crosses the Salmon River, and soon reaches the large and prosperous village of **Plattsburgh** (see page 118). From this point the scenery is less interesting, as the train leaves the vicinity of the lake, and passes through the district across which Sir George Prevost's army advanced to its disastrous defeat, in 1814. At *Mooer's Junction* the train is switched on to the Central Vermont track, and runs thence E. to **Rouse's Point** (see page 120). The route from Rouse's Point to Montreal is described on page 121.

11. Lake George.

Fort Edward is 55 M. N. of Albany (see Route 10), and is the point at which the route to Lake George diverges from the Saratoga Division R. R. A short branch railroad follows the Hudson River N. W. by the prosperous village of *Sandy Hill* (near Baker's Falls) to **Glen's Falls** (* *Rockwell House*, $3 a day, $14–21 a week ; *American House*). This

town has 8,000 inhabitants, 2 weekly newspapers, an opera-house, an academy, and a seminary. The * Soldiers' Monument is a fine work in Dorchester sandstone, 46 ft. high, surmounted by an eagle, and flanked by life-size statues of soldiers. The village was destroyed by fire in 1864, but has already more than recovered its losses. Large saw-mills and paper-mills are located here; and immense quantities of black marble are quarried for exportation. The jointa lime which is shipped from this point has a high reputation. The falls of the Hudson are about 50 ft. high, and are well seen from the bridge below. This bridge rests at mid-stream on a rocky islet, on which is a cave, where "amid the roar of this very cataract, if romance may be believed, the voice of Uncas, the last of the Mohicans, was heard and heeded; here Hawk Eye kept his vigils; here David breathed his nasal melody; and here Duncan Heyward, with his lovely and precious wards, Alice and Cora Monroe, fell into the hands of the dark and bitter Mingo chief." The scene of Cooper's novel, "The Last of the Mohicans," was laid here. The black marble cliffs on either side contain many trilobites and other fossils. 2 M. above Glens Falls is the great State Dam whence the summit level of the Champlain Canal is fed, and a rugged road leads through the Luzerne Mts. to Lake Luzerne, 10–12 M. W.

Morning and evening stages leave Glens Falls for Caldwell, 9 M. N. on Lake George. The plank-road runs across the Pine Plains, with glimpses of the Luzerne Mts. on the l., and the Palmertown and Fort Ann Mts. on the r. Near the *Half-Way House* are the remains of several ancient redoubts; and in this vicinity the daring French partisan, La Corne, attacked a commissary train, burnt the wagons, killed 110 persons, and carried off 84 prisoners. Beyond the toll-gate is Williams's Rock, with a monument erected by the students of Williams College, to the memory of Col. Williams, who fell here during "the Bloody Morning Scout" (see below). Near this point is the weird and sequestered Bloody Pond, into which the slain men of Williams's command were thrown, and there is a legend that its waters bore a sanguine hue for many years. The road now rises to a point which commands a fine * view of Lake George, and the stage soon reaches *Caldwell*, a dull village at the S. end of Lake George, which enjoys a slight local distinction from the fact of its being the shire-town of Warren County. The * *Fort William Henry Hotel* is an imposing structure, situated on the old garrison garden and fronting the lake (1,200 guests; $5 a day for transient visitors). The * *Lake House* is by the water-side, on the site of Montcalm's siege-batteries (200 guests; $3.50 a day; $17-21 a week). There are 2 village inns and several boarding-houses. *Stages* run 2–3 times daily to Glens Falls ($1.25); and to Thurman, on the Adirondack R. R. (9 M.; $1.25). *Railroads* from Luzerne and Glen's Falls have been chartered; the latter is not likely to be

built. *Steamers* run down the lake thrice daily; an hourly ferry crosses to Crosbyside. *Row-boats*, 50c. an hour, $1.50–2.00 a day; with fisherman and tackle, $3–4 a day.

Rattlesnake Cobble is near the village, and commands a broad view down the lake. Prospect and French Mts. are also ascended thence, and afford superb views of the lake and its shores. Bloody Pond (2 M.) and Williams's Rock (3½ M.) are often visited. Nearly 1 M. S. E. is Fort George, which was built by Amherst in 1759. Much of its stone-work has been carried away and made into lime, but the embankments of the old lines still stretch through the forest. Fort Gage is ¼ M. distant, and the remains of other colonial works are found in the vicinity. The ruins of Fort William Henry are just to the E. of the great hotel, and are in fair preservation.

Lake George

was first visited by Father Jogues, a French Jesuit missionary, whose canoe entered its quiet waters on the eve of the festival of Corpus Christi, 1646. In honor of that sacred anniversary he named these bright waters *Le Lac du St. Sacrement* ("The Lake of the Blessed Sacrament"), and then passed on to his heroic martyrdom at the hands of the Mohawks, fulfilling the prophecy which he made on leaving Montreal, "Ibo, nec redibo." For over a century the lake was known in the border chronicles as the path of hostile incursions or of religious devotees passing to the land of the fierce heathen Mohawks. Courcelles, Tracey, Schuyler, Menteth, — French, Dutch, Indians, English, — diversified the record. In 1698 the Count de Frontenac led down the lake 450 soldiers of France and 200 Indians, and destroyed the Mohawk castles in Central N. Y. He was hotly pursued to these shores, but escaped on the ice with his plunder and captives. At the first American Congress (held at Albany, June 19, 1754) it was decided that the Lakes Champlain and George should be delivered from and fortified against the French aggressions. William Johnson was put in command of the colonial army, and a train of artillery was procured. (These cannon were all captured by the French at Fort William Henry; retaken by the English at Ticonderoga; fell into the hands of the Vermonters when Ticonderoga surrendered; were drawn to Cambridge on sledges, and did notable service in the American bombardment of Boston.) Having concluded a league with the Six Nations, Johnson advanced his forces to St. Sacrement, which he named Lake George, "not only in honor of his Majesty, but to ascertain his undoubted dominion" (1755). The Baron de Dieskau (formerly a cavalry officer under Marshal Saxe) then commanded the French forces on Lake Champlain, and marched against Johnson with 1,600 men. His approach being suspected, Johnson sent out a scouting party of 1,200 men (the 3d Mass., 2d Conn., and 200 Mohawks), although the Mohawk Chief Hendrick protested that they were too few to succeed and too many to be slaughtered. The object was to engage and check the enemy's vanguard while Johnson completed his hasty fortifications. But the detachment advanced into the very centre of the hostile army (which was marching in a great half-moon curve through the forest) and was speedily enveloped and crushed. A terrible massacre ensued (in the ravine which is still known as the Bloody Defile), and Col. Williams (of the 3d Mass.; founder of Williams College) and Hendrick, the white-haired Mohawk chief, were killed while foremost fighting. Dieskau pursued hard after the fugitive survivors, whose retreat was covered by the 1st Rhode Island. This action was called "the Bloody Morning Scout." The French now moved on Johnson's rude defences of earthworks and *abatis*, and the regiments of La Reine and Languedoc, halting before the American centre, opened and continued platoon-firing until they were nearly annihilated by the artillery. They then swung around and joined the Canadian and Huron auxiliaries in a sharp attack on the American right (1st 2d, and remnant of 3d Mass.). They were repulsed there, and the Chevalier de Montreuil led off the beaten army, Dieskau being wounded

and a prisoner, and St. Pierre (who had defeated Washington on the Ohio) having been killed. Detachments from the 1st N. H. and 1st N. Y. were sent from Fort Lyman, and gained another victory over the French rear-guard. The attack on Johnson's position lasted from noon until 4 o'clock, and cost the assailants 400 men. Johnson was badly wounded early in the action, and Gen. Lyman succeeded to the command; but the former was rewarded with a baronetcy. The great-grandfather of President Grant (an officer of the Conn. line) was killed in this action (Sept. 8, 1755). A large fort was built after the battle, and was named Fort William Henry, in honor of the Duke of Cumberland (brother of George III., and merciless victor at Culloden). The French held Fort Carillon (Ticonderoga) at the foot of the lake, and there were frequent skirmishes and raids for the next 3 years. The American rangers, Rogers and Putnam, were foremost in this partisan warfare, which took place among the islands and bays. In March, 1757, Rigaud de Vaudreuil menaced Fort William Henry with 1500 picked men, and destroyed 300 batteaux, 4 armed sloops, and all the outworks. In July, the Chevalier La Corne led 700 men around the fort and captured a large supply-train, but was attacked by Putnam with gunboats, near Sabbath Day Point, and suffered heavy losses. 2 days later a Huron-Canadian force drove the provincials from the islands, and killed 54 men near the fort. During the same summer the Marquis de Montcalm (Commander of the Order of St. Louis, and a veteran of the Italian campaigns) advanced up the lake after the fall of Oswego, with 1,800 warriors from 18 Indian tribes (from Nova Scotia to Michigan), 3,000 Canadian troops, and 3,081 regulars. The Chevalier de Levi advanced along the W. shore with 4 regiments, while Montcalm, with the main body, passed up the lake in 450 boats. The fort was garrisoned by 2,100 men, and the French troops swung around on the Fort Edward road to keep off reinforcements, while siege-batteries were opened within 700 yards of the works. Parallels and covered ways were made, and a heavy cannonade was opened from 32 guns. A spirited fire was kept up from the English batteries, and several sorties were made, but, after 5 days' bombardment, the cowardly Gen. Webb refusing to send reinforcements from Fort Edward, and the French parallels being near the battered ramparts, Col. Monroe surrendered the fort, having permission to march to Fort Edward with arms, colors, and one field-piece. The capitulation took place at noon, and the English set out for Fort Edward the next morning. But the Indians had spent the night in drinking and martial rites, and (headed by a Nova Scotia tribe) fell upon the rear of the retreat with great fury, inspiring a panic in the English, who threw down their arms and scattered. Montcalm ordered up his troops and endeavored to restrain his truculent allies, but a large number of the English soldiers were killed before the massacre was stopped. The garrison was then sent to Fort Edward under escort of the Royal Roussilon regiment; Montcalm removed the 34 captured cannon and immense supplies; destroyed the works, and retired to Ticonderoga. "The fort was entirely demolished. . . . . Dead bodies, mangled with scalping-knives and tomahawks in all the wantonness of Indian fierceness and barbarity, were everywhere to be seen. More than 100 women, butchered and shockingly mangled, lay upon the ground, still weltering in their gore." (PUTNAM.)

The most imposing spectacles which this or any other American lake has seen occurred in 1758–59. July 5, 1758, Gen. Abercrombie advanced down the lake with 16,000 men, in 900 batteaux and 135 whale-boats, convoyed by gunboats and grouped around 2 huge floating castles, brilliant with rich uniforms and waving banners, while the music of many bands echoed among the hills. (This pageant is finely described by Cooper, in "Satanstoe," Chapters XXII.–XXV.) A few days later the shattered and defeated army passed up the lake to Fort William Henry, having left over 2,000 of their number dead and dying under the walls of Fort Carillon (Ticonderoga). In 1758 Gen. Amherst led 11,000 men down the lake in another grand martial procession which resulted in the Conquest of Canada. In 1775 the abandoned Forts George and Gage (at Caldwell) were occupied by the troops of N. Y. and Conn.; and, in the summer of 1777, Fort George was chosen for the army hospital (on account of the salubrity of the air), and 3,000 sick men were sent there, of whom hundreds died of the small-pox and typhus-fever. In 1777, after the fall of Ticonderoga, Fort George and the lake were abandoned by the Americans, but were reoccupied after Burgoyne's surrender. In Oct., 1780, the garrison of Fort George was defeated and cut to pieces near Bloody Pond, and the fort and the fleet on the lake were taken by the British. Since that day unbroken peace has dwelt on these tranquil waters.

LAKE GEORGE, "the Como of America," is situated in Northeastern New York, near the Adirondack Mts., and is about 300 ft. above the sea. It is 36 M. long, and 1–4 M. wide; and its shores are generally sterile, and bordered by the lofty and abrupt hills of the Luzerne and Kayaderosseras Ranges. There are but 3 petty villages on the lake; and a highway passes through them on the W. shore, connecting Caldwell with Bolton, Hague, and Ticonderoga. The vicinity of frowning mts., the great number of islands, the transparency of the waters, and the bracing purity of the air of the highlands, unite to establish the claims of Lake George as a summer resort; while its scenery has been likened, not only to that of Como, but also to Lake Windermere and Loch Katrine.

The steamer *Minnehaha* leaves Caldwell every morning at 7.45, reaches the N. end of the lake at 11, and gets back to Caldwell at 7 P. M. (fare, $2; to go and return, $3). Tourists can visit Fort Ticonderoga, and return the same day. The *Ganouskie* and *Lillie M. Price* go down to the Narrows and 14-Mile Island morning and afternoon ($1.50 for the round trip).

The steamer leaves the pier near the great hotel, and crosses to *Crosbyside*, 1 M. distant on the E. shore, with a spacious summer hotel and cottages situated in pleasant groves by the shore, and looking across to Caldwell (200 guests, $15–25 a week). The forest-covered French Mt. is seen towering on the E.; and 1 M. N., on the shore, is a convent of the Paulist Order (on a domain given by Charles O'Connor). *Tea Island* (so named from a tea-house, or arbor, erected in 1828) is next passed; and the summer-house of Randolph, the publisher, is seen on the W., above which is Col. Price's stately villa. **Diamond Island** (3 M. from Caldwell) was held by 400 of Abercrombie's men after the great defeat; and was fortified by Burgoyne as a depot of supplies (1777), and garrisoned by part of the 47th line regiment, under Capt. Aubrey. It was attacked by Col. John Brown, with the New England militia who had swept the outworks of Ticonderoga; but Aubrey repulsed the Americans with artillery, and then drove them away ("with great loss") by an attack with his gunboats. Brown lost all his vessels and cannon, and many men. The name of the island is derived from the fine quartz crystals which are found there; and the place was inhabited in the early part of this century, the mistress of the family being generally known as "the Lady of the Lake." Near Diamond Point (W. shore) is Coolidge's Hotel ($10–12 a week). Above Montcalm's Bay (E. shore) are the Trout Pavilion and the Kattskill House, two sequestered hotels under the shadow of the mts., and near good fishing-grounds (80 guests each, $10–15 a week). 4 M. from Caldwell is *Long Island*, with the Three Sisters on the W., and on the E. two promontories, which afford favorite camp-grounds. The Fort Ann Mts. loom up darkly on the E. as the steamer crosses the lake, with the *Three Brothers* on the W., and Dome and Recluse Islands on the N. Buck and Pilot Mts. are seen on the N. E.,

and the Narrows open away beyond. This is the widest part of the lake, and affords views of rare beauty, with the graceful * *Dome Island* (which resembles Ellen's Isle, on Loch Katrine) prominently seen. *Recluse Island* is a beautiful islet just W. of the Dome, with a picturesque villa embowered among the trees. Recluse has the remains of fortifications which were built by Abercrombie's army in 1758, and the views from its S. and E. shores are very beautiful. The steamer now rounds in at **Bolton**, a small village, with a noble outlook over the broadest expanse of the lake (*Mohican* and *Bolton Houses*, $12–18 a week; Wells', Braley's, and other boarding-houses, $8–15 a week). In the environs of the village is the quaint little stone Church of St. Sacrament. There are several pleasant drives in this vicinity, — to Caldwell, by the lake-side (10 M.), and to Hague, over the hills. On the lofty plateau to the W. (1,000 ft. above Lake George) are several crystal lakes, the chief of which are Trout Lake and Edgecomb Pond. *Prospect Mt.* is back of the village, and commands a broad and delightful * view, embracing the widest part of the lake, Montcalm's and Ganouskie (Northwest) Bays, Recluse, Dome, and Green Islands, and the Narrows, with Tongue and Black Mts., in the N. and N. E. *Ganouskie Bay* extends for 6 M. to the N. above Bolton, being separated from the lake by the lofty promontory of Tongue Mt. (called by the Indians *Atalaposa*, "a sliding-place"), where deer are found in the late fall and winter, and eagles build their lofty eyries. The steamer runs N. E. from Bolton, passing Parodi (or Sloop) Island, which was named for the singer, Signora Parodi, who erected a cross here in 1851. On the l. are Green and Crown Islands, closing the entrance to Ganouskie Bay; while Tongue Mt. is on the W., and Buck Mt. on the E., as the steamer crosses towards the lofty palisades called Shelving Rock, with the innumerable islands of the Narrows on the l. A stop is made at *14-Mile Island*, with its twelve forest-covered acres, lying at the entrance of the Narrows, and near the fishing-grounds (14-Mile Island House, $10–14 a week). On the S. are the Hen and Chickens islets; and about 1 M. S., on the mainland, are the pretty Shelving Rock Falls. The steamer now enters * **The Narrows**, where the lake is compressed between high mts., and a fleet of small islands is anchored in the channel. These islets were the scene of numerous partisan combats in the colonial days, but are now deserted, save for the visits of sportsmen, who find large trout in their cool shadows. Steaming down between Tongue Mt. and Black Mt. (2,878 ft. high; sometimes ascended with guides from Hulett's Landing, for the sake of its broad overview), the *Minnehaha* passes the Hatchet, Half-Way, and other groups of islets. Just N. of the Floating Battery group are the Harbor group and Vicar's Islands, with the lofty palisades of Buck Mt. on the W., and the hamlet of Dresden, down Bosom Bay, on the E. To

the S. E. are the upper peaks of Black Mt., called, from their form, the Elephant Ridge, with Sugar-Loaf Mt. beyond. There are 3 sequestered farm-houses in Bosom Bay, where boarders are taken for $8 a week. *Sabbath Day Point* is soon approached (on the W.), a long low promontory running out from the rich meadows under Bloomer and Deer's Leap Mts., and still retaining the air of peace and restfulness which won it the name it bears.

In 1757 a sharp skirmish occurred off this point, and in July of that year the 1st N. J. Regiment was sent down the lake scouting. While drifting by the Harbor Islands (just above the point), in the gray of the morning, they were suddenly attacked by 300 Ottawa Indians and 50 Frenchmen. Although the Jersey Blues were superior in numbers, they were so daunted by the fury of the enemy and the fearful whooping of the savages, that they fled in panic. But the swift Indian canoes quickly overtook their heavy barges, and only 12 men escaped, — 131 being killed, and the rest made prisoners. Some of them were tortured to death, and the Ottawas feasted during the following night on human flesh. On July 5, 1758, the vanguard and centre of Abercrombie's grand army (light infantry and regulars) rested here from sunset until nearly midnight, waiting for the 3 brigades of provincials and the artillery. In 1759 Amherst's army rested on the point; and in 1777 a sharp action was fought here between American militia and Tory refugees. The present commonplace farm-buildings detract from the natural beauty of the place (20 summer boarders are taken here, $8 a week).

The vast bulk of Black Mt. is prominent in the S. E., as the *Minnehaha* runs N. to the village of **Hague**, situated on a widening of the lake, where it is 4 M. across. (The *Phœnix Hotel* and *Trout House* charge $8–12 a week.) Parties go from this point to the lakes (abounding in fish) of Pharaoh, Brant, and Schroon. As the steamer regains the middle of the lake, the prospect of the pass between Rogers' Slide and Anthony's Nose, and the retrospect of the Narrows and its archipelago, afford delightful views. Friend's Point and the Waltonian Isle are next passed, and then *Anthony's Nose* (on the N. E.) pushes out its rocky ledges over the deepest water in the lake (400 ft.). *Rogers' Slide* is a lofty palisade on the W., at whose foot is the Rogers-Rock House (see page 103 *a*).

On March 13, 1758, while Major Rogers (afterwards a dangerous Tory officer) was scouting near Ticonderoga, with 200 Rangers, he was surprised by the Sieur de Langy and 200 soldiers of the regiment La Reine. 144 of the Rangers were killed on the field, and 17 escaped. The border legend states that Rogers was pursued by the Indians to the verge of this cliff. Suddenly reversing his snow-shoes and throwing his haversack down on the ice-bound lake below, he retraced his tracks and got away down an adjacent ravine before his pursuers arrived. The Indians followed the tracks to the precipice, and saw none leading away, whence they concluded that he had cast himself over; and when, a few minutes later, they saw him skimming away over the ice toward Fort William Henry, they attributed his escape to the protection of the Great Spirit.

Near the landing, *Prisoners' Isle* is passed on the l. The prisoners of the Bearn regiment, taken in Abercrombie's forest-fight near Ticonderoga, were put upon this islet and guarded by Mass. troops. But during the night many of them walked to the shore on a ledge about 18 inches below the water, and, "as Montcalm dryly remarked, 'they took French leave.'"

On the l. is Lord Howe's Point. From the landing railroad trains run to Ticonderoga and around Mt. Defiance, meeting the Champlain Division R. R. 5 M. distant (see page 103 *a*).

12. Lake Champlain. Whitehall to Montreal.

The Vermont railroad lines touch the lake at Burlington, on the E.; and the N. Y. & Canada R. R. skirts it on the W. The favorite route of tourist-travel enters at Ticonderoga, by way of Lake George. The most direct way of coming from New York is by Routes 8 and 10 (221 M.); and from Philadelphia by the N. Penn. and Albany & Susquehanna R. Rs. There are four large steamboats plying on the lake. They leave Plattsburgh at 7 A. M., and Ticonderoga at noon (reaching Plattsburgh at 6.30 P. M.). An excellent dinner is served on the boats ($1); and staterooms may also be obtained. Travellers leaving Caldwell on the morning boat meet the noon boat at Ticonderoga. The steamers formerly ran between Whitehall, on the S., and Rouse's Point, on the N., but their voyages are now much shorter. The descriptions of those portions of the lake are still retained, for the use of boatmen.

Landings — Fort Ticonderoga (24 M. from Whitehall); Larrabee's Point, 2 M.; Crown Point, 11; Port Henry, 18; Westport, 28; Essex, 40; Burlington, 61; Port Kent, 66; Plattsburgh, 81.

Lake Champlain is a large and picturesque sheet of water, running nearly N. and S. for 126 M., with a breadth of from 1 furlong to 13 M. Its waters are clear, and abound in bass, pickerel, salmon-trout, and other fish, while the depth varies from 9 to 47 fathoms. There are many islands, the largest of which covers an area of 18,600 acres, and has a population of 1,300. Besides numerous pleasant villages and towns, there is one city on the shores, and the fleets used in commerce here number many thousands of tons. There is a large trade between the rivers, the Hudson being joined to the lake by a canal 64 M. long (to Watervliet), while the Richelieu River affords an outlet to the St. Lawrence. The scenery of the Vermont shore is that of a quiet pastoral country, with the Green Mts. rising in the distant E. The New York shore presents a continual succession of barren and mountainous scenery, with occasional foot-hills of the Adirondacks pushed out in promontories, and the parent peaks looming blue in the distance.

Lake Champlain was called by the Iroquois Indians *Caniaderi Guaranti* ("The Gate of the Country"), and the Abenaquis called it *Petoubougue* ("The Waters that lie between," i. e. between their land and that of the Iroquois). The French gave the name *La Mère des Iroquois;* but for nearly half a century the English and Dutch called it Corlear's Lake, in memory of a Dutch officer who was drowned there. In the summer of 1609 a small exploring party set out from Quebec under Samuel de Champlain,[1] the Governor of Canada, and ascended the St.

1 Champlain was born of a good family of the province of Saintonge, in 1570. He became a naval officer, and was afterwards attached to the person of King Henri IV. In 1603 he ascended the St Lawrence River to the St. Louis Rapids, and thence until his death (in 1635) he explored the country from Nantucket to the head-waters of the Ottawa. He was a brave, merciful, and zealous chief, and held that "the salvation of one soul is of more importance than the founding of a new empire." He established strong missions among the Hurons, fought the Iroquois, and founded Quebec.

Lawrence and Richelieu Rivers to the Chambly Rapids, where they met a war party of Hurons. All the Frenchmen, except Champlain and two others, were sent back to Quebec, and these three joined the Indian band. July 4, 1609, they entered the lake, and on the following day they defeated 200 Iroquois at Crown Point. Champlain having shot their chief with his arquebus. The Hurons returned in triumph, bearing 60 scalps, and the valiant Frenchmen, having found the way to the lake, were left to make subsequent explorations and campaigns thereon. A series of war parties traversed this route for nearly two centuries, and the lake became the scene of long campaigns and desperate battles.

In Jan., 1666, Gov. de Courcelles ascended the lake with 500 men, in a fruitless raid on the Mohawk Valley; and later in the same year, De Tracey, with 600 Franco-Canadians, took this route on his destructive foray on Central N. Y. In 1687 a war party of N. Y. Mohawks passed down and destroyed the French settlement at Chambly with its people, and in 1689 the same route was traversed by 900 Mohawks, who destroyed Montreal. In 1690, 210 French regulars and a swarm of Indians passed up in canoes and marched to Schenectady, which they reduced to ruins, killing 60 of its people and carrying off a great amount of plunder. In August, 1690, Capt. Schuyler, with 53 Christians and 125 savages, went down in boats to La Prairie, where they killed and captured 31 persons, and burnt the village. In 1691 Peter Schuyler, with 350 men, attacked the same place, but was beaten off with a loss of 46 men. In 1695 the chivalrous Count de Frontenac (a relative of Madame de Maintenon) launched a fleet of small craft, and passed up with 400 Frenchmen and 250 Algonquins, with whom he laid waste the Mohawk country. After a daring foray, which reached almost to the forts at Albany, he retired in safety, and laden with plunder and prisoners, although pursued by Schuyler and the Hudson Valley people. The lake was held by the French, and commanded by their fortifications until 1759. In 1745 Marin led 300 Canadians in a fleet of canoes up the lake, whence he marched on Saratoga and destroyed it, and scores of marauding parties followed this route in their forays on the Hudson and Conn. River towns. In 1759 Lord Amherst built a flotilla in South Bay, with a flagship mounting 18 guns, in which Capt. Loring swept and won this inland sea. The military and naval operations around the lake will be considered in connection with the points of action.

The old and deserted steamboat-pier is 1 M. from Whitehall, and near the submerged hulks of the British and American frigates which fought at Plattsburgh. Near this point is Put's Rock, where Israel Putnam and his rangers ambushed and defeated the Franco-Indian forces of Marin. Soon after leaving the pier, *South Bay* is seen on the l., overlooked by Saddle Mt. and Diameter Rock (N. shore; 1,300 ft. high). From Whitehall to Ticonderoga (24 M.), and even to Crown Point, the lake is very narrow, and appears like a river. The grades and deep cuttings of the N. Y. and Canada R. R. are visible on the W. shore, beyond which are the bold hills of Dresden, with Black Mt. as their chief. The marshy shores of Dresden were named *Le Grand Marais* by the French, and are now known as the Drowned Lands.

Fort Ticonderoga.

Fort-Ticonderoga Hotel, $3 a day, an ancient mansion-house near the landing. Steamboats leave for Burlington and Plattsburgh about noon, daily, making the run in 6-7 hrs. The old and inconvenient stage-route to Lake George (4 M.; see page 110) has been replaced by a railroad. The Champlain R. R. passes near the fort, on the W. There is also a station about 1 M. N. of the fort, pertaining to a branch of the Central Vermont R. R., which diverges from the main line at Leicester Junction.

The picturesque ruins of the fort crown the high hill near the steamboat pier, and command extensive lake-views. It is on a high and rocky peninsula, 500 acres in extent, surrounded on three sides by water, and bounded on the W. by a swamp. The sally-port where the Green Mt. Boys entered, the old well, the crumbling walls of the barracks surrounding the parade, and the well-defined dry ditches beyond the ramparts, may easily be recognized. In one of the E. bastions is a deep and cavernous vault, which it is surmised was the garrison bakery. On the high point to the S. E. is the well-preserved *Grenadiers' Battery*, erected to command the landing-place, and to defend the long bridge to Mt. Independence. There is another small battery surrounded by a wet ditch, on the plain to the N.; and the forests to the S. and W. are furrowed with intrenchments and redoubts. From the ramparts of the fort *Mt. Independence* is seen to the S. E. across the lake, and **Mt. Defiance** is to the S. W. across the widenings of the outlet of Lake George. The latter summit is 800 ft. above the lake, and is best ascended by following the nearly obliterated military road of Burgoyne from Ticonderoga village (3 M. from the fort to the summit). Others, who avail themselves of the fine rowing which is obtained here, cross the bay in a boat and scramble up through the forest. "From this height the eye takes in a range along the lake of more than 30 M., and a more beautiful rural panorama cannot often be found." The view includes the rich plains of Vermont, the Green and Adirondack Mts., and the gray ruins below. Roads run from Ticonderoga S. E. 10–12 M. to Hague, on Lake George, and to Paradox Lake (13 M.) and Schroon Lake (22 M.) in the W.

Ticonderoga is a modification of Cheonderogo, the old Iroquois name for this locality. It meant "sounding waters," and applied especially to the falls on the outlet of Lake George. The point was occupied in 1690 by Capt. Glen, with a picket of 33 men, and defensive works were built. In the following year the Christian and Mohawk forces of Maj. Schuyler united here and advanced to their defeat at La Prairie. The place was then deserted for many years, until Baron de Dieskau occupied it in 1754, and in 1755 Montcalm moved up to it with a large French army, and built extensive works, which he named Fort Carillon[1] ("chime of bells"), in allusion to the musical cascades in the vicinity. Daring deeds of partisan warfare became frequent in the vicinity, and American rangers engaged the Canadian hunters and French infantry among the defiles and islands. In July, 1758, Gen. Abercrombie advanced to attack the fort at the head of 7,000 regulars and 9,000 provincial troops. The English engineers reported that the works were weak, and could be carried by storm, and large reinforcements were hastening to join the garrison, so Abercrombie ordered that an assault in column should be made upon the fort. In advancing through the forest the Bearn regiment boldly engaged and checked the vanguard (composed of the 1st N. Y. and 1st and 3d Conn.). Israel Putnam and Lord Howe hurried to the front, and the gallant young Howe was almost instantly killed. "His manners and his virtues made him the idol of the army," and "in him the soul of the army seemed to expire." (He is buried at the S. W. Corner of St. Peter's Church in Albany, and Massachusetts erected a monument to him in Westminster Abbey.) The French detachment was exterminated (200 killed, 148 prisoners), but the Anglo-American

1 "Le Drapeau de Carillon" is an old Canadian song, which may still be heard on the Lower St. Lawrence.

troops became entangled in the forest and began to fire on each other, until they were withdrawn. At 1 P. M., July 8, 1758, Abercrombie ordered out 6,000 chosen troops to storm the French works, which consisted of a line of breastworks 8 ft. high, fronted by a belt of *abatis* 300 ft. broad, and defended by batteries at each end (near the water). 3,250 French regulars formed the garrison, composed of the regiments of Languedoc, La Sarre, Royal Roussillon, Berri, La Reine, Guyenne, and the remnant of Bearn. The English combatants were the 27th Enniskillen, 42d Highlanders, 44th, 46th, 55th, 60th Royal Americans, and 80th; and the Provincials had the 1st and 2d N. J., 1st, 2d, and 3d Conn., and regiments from N. Y., Mass., and R. I. (also 500 Mohawks). The rangers, light infantry, and Royal Americans drew the first fire of the enemy, and were followed by the 55th and Lord John Murray's Highlanders (the "Black Watch," renowned for its conduct at Fontenoy, and composed mostly of Campbells and MacGregors). The Highland charge was superb, and crossed the *abatis* and ramparts under a heavy artillery fire, but the little forlorn hope of Campbells were bayoneted as soon as they entered the works, dying on the verge of victory. For 4 hours there ensued a succession of fearless charges and bloody repulses, "and upon that rude barrier, which the simplest manœuvre would have avoided, or one hour of well-plied artillery would have swept away, the flower of British chivalry was crushed and broken." At 7 in the evening, after two final and disastrous failures in attacks on the positions of the Guyenne and Royal Rousillon regiments, a panic seized the army, which broke up and fled in wild confusion (though unpursued) to Lake George. The French lost 380 men in the action, while several English vessels were sunk in the lake by the artillery of the fort, and 1,942 men (including 647 Highlanders and 25 Scottish officers) of the Anglo-American army lay dead and wounded on the plain. The victors raised over the battle-field a lofty cross bearing an inscription on brass, "*Pone principes eorum sicut Oreb et Zeeb et Zalmunna*" (Judges vii. 25 and viii. 12). In July, 1759, Lord Amherst advanced on Ticonderoga with 11,000 men and 54 cannon, and the French garrison, weakened by the necessity of meeting Wolfe before Quebec, evacuated the place after burning the barracks and exploding the magazine.

At dawn, May 10, 1775, the fort was surprised and taken by 85 New England men, who had crossed the lake on the previous evening. They were commanded by Ethan Allen and Benedict Arnold, who led them through the sally-port and out on the parade, when (it is said) Allen aroused Capt. Delaplace, the commandant, and demanded the surrender of the fort "in the name of the Great Jehovah and the Continental Congress." 48 soldiers laid down their arms, and 174 cannon and vast supplies of ammunition were taken by the bold patriots. When Burgoyne advanced from Canada, in the summer of 1777, and Arnold's fleet had been defeated on the lake, Maj.-Gen. Arthur St. Clair held the fort with 2,546 Continentals, 900 militia, and 47 fortress cannon. He dismantled the works toward Lake George, and strongly fortified Mt. Independence (remnants of the star-fort and graves of hundreds who died of camp-distemper are now found in the forest on the mt.). The bridge to Mt. Independence was a strong floating structure, supported by 22 sunken piers and many floats. Burgoyne's fleet was cannonaded and forced to keep out of gunshot, but the British succeeded in getting heavy guns upon Mt. Defiance, from which a plunging fire was opened on the fort. On the night of July 6th, St. Clair evacuated the now untenable position, and would have escaped scathless, but that Gen. de Fermoy set fire to his quarters on Mt. Independence. The aroused enemy made rapid pursuit, defeated the American rear-guard at Hubbardton, and took the artillery and stores at Whitehall, with 200 batteaux and the remnant of Arnold's fleet. 10 weeks later, Col. Brown, of Mass., with 1,000 men of New England, captured the outworks of Ticonderoga, with 200 batteaux, a war vessel, 5 cannon, and 293 prisoners, and delivered 100 American prisoners and a Continental flag. The fort was dismantled a few weeks later, and in 1780 was reoccupied by Gen. Haldimand with troops from Montreal. Since that time Ticonderoga has been deserted, and its well-cut stone and brick have been carried away by vessel-loads to the rising villages on the lake. It is now sealed against such invasions, and is recognized as one of the classic grounds of American history. July 18, 1872, the Vermont Historical Society had a field-day here, and there were 10,000 people present. "There the first trophy of our war for independence was won, and there a soldier of the British realm first stooped a prisoner to the aroused colonists, driven to rebellion by unnatural oppression." (Lossing.)

After leaving Ticonderoga the steamer passes through the long railway-bridge and runs N. to Larrabee's Landing, in the Vermont town of Shoreham. Fine views of the mts. on either side are now gained. The next landing is at *Crown Point*, with its summer hotel (Gunnison's) facing down the lake. 6 M. N. is the ancient fortress, and Ticonderoga is 9 M. S. A road leads S. W. to Paradox and Schroon Lakes; and the old State road runs W. to Schroon River (*Root's Inn;* 18 M.) and the S. Adirondacks (to Long Lake, 60 M.; see Route 17). A short distance beyond this landing the steamer passes through the Narrows between *Chimney Point* (on the E.) and

Crown Point.

The ruins of the fortress of Crown Point occupy the promontory between Lake Champlain and the broad Bulwagga Bay. They may be reached either by boat from Port Henry, or by carriage around the bottom of the bay. There is a lighthouse on the outer point, but otherwise it is abandoned to its ancient remains of strength and pride. The peninsula is 1 M. wide, and has only a thin robe of earth over limestone ledges, whose cutting away cost enormously during the erection of the fortress. The ramparts (½ M. around, 25 ft. high, and 25 ft. thick, faced with stone) and ditches of the fort, its broad parade, and the massive walls of the ruined barracks, are worthy of inspection; while from the northern bastions are gained beautiful * views of the Green Mts. in the E. and the rugged foot-hills of the Adirondacks in the W., with the lake stretching away for many leagues in the N. The main gate was in the N. curtain, and a covered way led to the lake from the N. E. bastion, in which was a deep well cut in the rock (8 ft. in diameter and 90 ft. deep). Tradition affirmed that vast treasures had been concealed in this well, and it was cleared out in 1824 by a company of 50 men. There have been many other excavations in this vicinity in hope of recovering French treasure; but only iron and lead have yet been found. The ramparts are brilliant with blood-red thorn-apples (in their season) on dense thickets of bushes. These peculiar shrubs are found nowhere else in the State, and are said to have been brought from France. 200 yards N. E. of the great British fort, and on the steep bank of the lake, are the ruins of the older French work, Fort St. Frederic, a pentagonal star-fort, with bastioned angles.

In July, 1609, Champlain, 2 Frenchmen, and 60 Hurons came up to this point in 24 bark canoes, and here they landed and defeated the Iroquois, after passing the night in martial rites and in singing war-songs. This was 2 months before Hendrick Hudson discovered the noble river which bears his name. In 1631 the French occupied *Point à la Chevelure* (opposite this place), where they built a stone fort with 5 cannon and established a farming community. In 1666 De Courcelles ascended by boats (with 600 men) to Crown Point, whence he marched into the Mohawk country, and, on his subsequent retreat, the force was halted here for several days to enable the stragglers to come up. The destroyers of Schenectady were pursued to Crown Point (in the winter of 1690), but here they

put on skates and escaped. In 1731 Louis XV. of France caused *Point de la Couronne* to be fortified, to close the route to Montreal and to afford a base of supplies and a menacing fortress on the Anglo-American frontier. The works were named Fort St. Frederic, in honor of Frederic Maurepas, Premier of France, and consisted of a wall of limestone, high and thick, enclosing stone barracks, a church, and a tall bomb-proof tower, — the armament consisting of 62 small cannon. The shores were then much more thickly settled than now, a town of 1,500 inhabitants being near the fort, with gardens and vineyards, stores and paved streets. The French project was to establish a new Canadian province, extending from the Connecticut River to Lake Ontario, with Crown Point as its capital, and the seignories of Aliana and Hocquart had already been surveyed and settled. Scores of marauding parties marched from this fortress to carry fire and sword upon the English settlements; but in 1759, after the fall of Ticonderoga, the place was evacuated. Lord Amherst then executed the orders of Pitt to erect here a fortress of the first class, to "cover the whole country and insure its quiet and peaceable possession." The enormous works then constructed cost the British government $10,000,000. In 1773 the barracks took fire and the powder-magazine blew up, partially demolishing the works; and in 1775 Warner's Green Mt. Boys captured the fort with its armament of 114 guns. 7,000 Americans retreated here from Canada in 1776, and hundreds died from the small-pox. In 1777 Burgoyne made the fort his main depot of supplies in the advance on Albany.

Rounding Crown Point, the steamer reaches *Port Henry* (2 inns), which is picturesquely situated at the mouth of Bulwagga Bay, near Mt. Bulwagga (the N. end of the Kayaderosseras Mts.). There are large iron-works here, with an annual exportation of 300,000 tons of ore, which is mostly manufactured elsewhere. There are inexhaustible supplies of magnetic ore in the hills to the W., and several mines are being profitably worked (a R. R. runs 7 M. N. W. to Moriah, at the mines). After leaving Port Henry, the Adirondacks are seen looming in the W., Dix's Peak and the Giant of the Valley being foremost; while near the lake is Bald Peak. The steamer next touches at **Westport** (*Person's Hotel*), on Northwest Bay, whence mail-stages run W. to Elizabethtown, Keene, and the Saranac Lakes (see Route 20). Soon afterward the spires of the city of Vergennes are seen on the E. shore, and the ruins of Fort Cassin, where Lieut. Cassin of the U. S. Navy repelled an attack on Macdonough's fleet, which was being fitted out at Vergennes. **Split Rock** is soon reached on the W. shore, and is a rock ½ acre in extent and 30 ft. high, which is separated from the mt. (the northernmost of the Schroon range) by a deep cleft 12 ft. wide.

This remarkable cliff was anciently called Regiochne, or the Rock Regio, from an eminent Indian chief who was drowned here. It was the boundary between the Mohawks and the Algonquins, whose territories were respectively occupied by the English and French; and in 1710 it was acknowledged as the limit of the English dominions (Treaty of Utrecht). In 1760 the Rock Regio was fixed as the boundary between New York and Canada, leaving the present sites of Burlington, St Albans, Plattsburgh, Ogdensburgh, etc., to the latter province. This limit was officially acknowledged as late as 1774; but in the following years the Americans passed it under arms, and won, and still hold, the territory for 77 M. to the N.

Rounding Split Rock, the steamer soon reaches the landing at **Essex** (*Royce's Hotel*), a pleasant village under the hills. 5–6 M. N., near the mouth of the Boquet River, a colony was planted by the pioneer, Gilliland, in 1765. The settlers aided Montgomery's army in its march, and for this they were driven away by Gen. Burgoyne. The British army encamped here for 6 days, during which

Burgoyne made that celebrated speech to the Indian auxiliaries which Edmund Burke denounced in Parliament. The rear division of the retreating British garrison of Crown Point was captured here by the Vermonters.

Near the middle of the lake is the dark cliff called *Rock Dunder*, which was once cannonaded by a British war-vessel. It was suspected of being a Yankee infernal machine. *Shelburne Bay* is now seen opening on the Vermont shore. It is 4 M. long, and is the winter quarters and ship-yard of the Champlain steamers. Camel's Hump Mt. looms up due E.; and the islets called the Four Brothers (and by the French, *Les Isles des Quatres Vents*) are passed in the middle of the lake. On the W. are the Boquet Mts., terminating in the lofty cliffs about Perou Bay. Passing on into the widest part of the lake, a white city is seen on the N. E., and the steamer soon reaches

Burlington.

Hotels. — American House, $3 a day; Van Ness House; both on the public square. *Steamers* twice daily up or down Lake Champlain: also steam-ferry twice daily to Port Kent and Plattsburgh. *Railroads* to New York, 310 M.; to Boston, 232 M.; to the White Mts., 165 M.; to Saratoga, 130 M.; to St. Albans, 32 M.; to Montreal, 95 M. (see Osgood's *New England*).

BURLINGTON, "the Queen City of Vermont," is beautifully situated on a long sloping hill on the E. shore of Burlington Bay. It is the largest city in the State, and has a population of 15,000, with 15 churches and 2 banks. In 1798 Burlington had 815 inhabitants, and between 1860 and 1870 the gain in population was 105 per cent. It became a city in 1865, and is now the third lumber-mart in America. Most of the lumber is brought from the Canadian forests, and is assorted and planed here; after which it is sent by rail to Boston and other Eastern cities. Immense quantities are loaded directly from the cars to the vessels (in Boston) which convey them to distant ports. 40–50,000,000 ft. of lumber are sent away from Burlington yearly. The wharves and grounds about the freight-station are usually covered with piles of plank and boards. Several of the churches are fine buildings, especially the * *Cathedral of St. Mary*, a large and picturesquely irregular structure. St. Paul's Episcopal Church is an old Gothic building of blue limestone, with stained windows. This is the church of the bishop, whose diocese (the State of Vt.) has 27 priests and 2,655 communicants. There are also handsome Congregational and Methodist churches, built of Burlington stone. Near the square, in the centre of the city, is a neat government building (Post-Office and Custom-House), and the elegant Court-House of Chittenden County.

The *University of Vermont* occupies an eligible situation on the summit of Burlington Hill, 1 M. from the Bay, and 367 ft. above it. This institution was incorporated in 1791, and began operations in 1800, the President being the only instructor for the first 6 years, when there were about 30 students. Its connection with the State is but nominal, and

has brought it no emolument since its foundation, when Vermont endowed it with a grant of 29,000 acres of land. In 1813 the building was taken by the United States, and was used throughout the war for an arsenal and barracks. In 1824 the buildings were burnt, and were rebuilt in 1825, the corner-stone being laid by the Marquis de Lafayette. In 1871 the University had 16 instructors, 114 students, and 900 alumni, and the Medical School had 5 instructors and 25 students. In 1865 the State Agricultural College was united with the University, and has able instructors and costly instruments, but wants a student. There are 50,000 specimens in the natural-history cabinets, and 15,000 volumes in the library. The 3 halls of the University have been joined in one building, which is surmounted by a bright tin-covered dome, whence is gained a superb * view.

On the W., Lake Champlain is seen from below Crown Point on the S. to Plattsburgh on the N., with numerous islands surrounded by the bright waters which have become classic in American history. The lake is 10 M. wide here, and near the middle are the Four Brothers islets. Beyond the lake, the ancient blue Adirondacks fill the horizon, over 60 peaks being visible on a clear day, prominent among which are McIntyre, Whiteface, and Marcy, the latter being the highest peak between the White and the Alleghany Mts. The plains of Chittenden County are seen in the N. E., over the village of Winooski; and in the E. are the stately Green Mts., the *Verts Monts* for which the State was named. Mt. Mansfield, Camel's Hump, and other well-known peaks are plainly visible, with a vast expanse of farm-lands filling the foreground. Burlington City is overlooked on the W., stretching down to the shores of its bay. The *sunset over the lake and the Adirondacks, when seen from this dome, or from the little park N. W. of the central square, is full of beauty. "Splendor of landscape is the peculiar boast of Burlington," said President Dwight, in 1798; and Fredrika Bremer speaks of the distant "mountain forms, picturesquely combined with a certain degree of grandeur and boldness." The view looking W. toward the Adirondacks she pronounced superior to any lake-view which she had ever seen, excepting only one on Lake Geneva.

Near the University is the Green Mt. Cemetery, where Ethan Allen is buried under a Tuscan column 42 ft. high, which is surmounted by a statue of the brave chieftain. The village of *Winooski* is at the lower falls on the Winooski River, near the romantic ravine at the High Bridge, where the impetuous stream has cut a gorge through the solid rock, 90 ft. deep and 70 ft. wide.

Burlington is an academic city, having, besides the University, several fine schools, among which is the Female Seminary (founded in 1835), which has 900 alumnæ. The **Vermont Episcopal Institute** is on Rock Point, 2–3 M. from the city, and near the lake. It has a fine marble building in collegiate Gothic architecture, with a small but elegant chapel, a massive tower, and a library which is rich in patristic literature. The theological department has 5 professors and 56 students, with 231 alumni, and is said to be the most expensive divinity-school in the Union. About 2 M. S. of the city is the U. S. Marine Hospital, fronting on the lake.

Burlington was settled about 1775, and was named in honor of the Burling family (of New York), who were among the grantees. It lay on the route by the Winooski valley, which had been so often traversed by the Northern Indians in their forays on Mass. It was fortified and garrisoned by 4,000 troops in the War of 1812, and in the War of 1861–65 sent many soldiers to the national armies.

Leaving Burlington, Juniper Island is passed on the l., and Rock Point on the r., and the steamer runs N. W. across the lake to **Port Kent**, an iron-exporting station under Mt. Trembleau. The old Watson mansion is seen on a hill over the village. Stages run from Port Kent (leaving early) to the Adirondacks and Saranac Lakes (see Route 19); also to Keeseville (*Au Sable House; Adirondack*), 5 M. distant. 2–3 M. W., on the Keeseville road, is the * **Ausable Chasm.** Near Keeseville, the Ausable River flows between high banks of sandstone to a fall over 20 ft. high, beyond which it descends a line of white rapids to the * **Birmingham Falls** (*Chasm House*, in the adjacent hamlet). The river here plunges over a precipice 60 ft. high, and enters a profound and narrow chasm which is bordered by vertical walls of Potsdam sandstone, 70–150 ft. high. The river is compressed into the width of 8–30 ft., and rushes down with great velocity. Lower down, the walls are about 50 ft. apart and 100 ft. high, and extend for ½ M. like great piers of artificial masonry. The length of the chasm is nearly 2 M.; and its sides and top are fringed with cedars, and are cut by lateral fissures. Fredrika Bremer said that "a visit to the chasm would reward a voyage from Europe"; and it is claimed that it successfully rivals the famous Swiss *Gorge du Trient.* A bridge crosses the river in the spray of the Falls, and a long stairway descends (in 212 steps) to the Table Rock and the bottom of the gorge. Railings, walks, and stairways have lately been made there, and the numerous interesting points in the chasm may be visited with ease. The new and first-class *Lake View Hotel* is near the entrance.

6–8 M. N. of Port Kent, the steamer traverses the narrow channel between *Valcour Island* and the mainland, where Arnold's fleet of 15 small vessels was attacked by a powerful British squadron. After a hot day's battle, in which 5 vessels were sunk, the Americans attempted to retreat by night, but were closely pursued. The flag-ship *Congress* was surrounded by hostile ships, and fought desperately for 4 hours, until the van and centre of the fleet had escaped, when Arnold ran her ashore and blew her up.

Grand Isle, or South Hero, is now seen on the N. E., and the steamer enters Cumberland Bay, passes the long mole, with its lighthouses, and stops at **Plattsburgh** (* *Fouquet's Hotel*, a summer house, with spacious gardens overlooking the lake; *Cumberland House*, $2.50 a day; *Witherell's Hotel*). Plattsburgh, the capital of Clinton County, is a flourishing town of about 6,000 inhabitants, situated at the mouth of the Saranac River, and benefited by a large water-power, on which are located lumber and flour mills. Trinity Church and the Clinton County buildings front on the Park, near Margaret St.; and farther S. on that street is the fine building of the U. S. Custom-House and Post-Office. On Cornelia St. is St. Peter's R. C. Church (Oblate Fathers), near which is a quaint old French nunnery. Near the Post-Office is the fine stone Presbyterian Church, also the new Catholic Church of St. John. On a sandy plain

1 M. S. of the village are the extensive *U. S. Barracks,* a frontier military post of some importance.

In Sept., 1814, after Izard's army had marched to Sackett's Harbor, Gen. Macomb was left in command at Plattsburgh with 3,500 men (including militia, broken detachments, and invalids). Sir George Prevost, with 14,000 veteran troops, advanced rapidly against this small force, designing to occupy the country as far down as Ticonderoga. The British vanguard was badly cut up by several attacks of the militia, on the advance from Chazy, while Macomb erected 3 forts to cover the village on the peninsula between the Saranac River and Lake Champlain. Over 200 British were killed and wounded on the advance, and their first siege-battery was destroyed by a bold sortie. On the morning of Sept. 13, 1814, Prevost opened a heavy fire from his artillery, under whose protection 3 columns of choice troops attempted to cross the Saranac River to storm the American works. Three of these assaults were repulsed by the riflemen and the cannonade from the forts; but the third column crossed at the upper ford, driving back the militia of Essex County. A strong force of Vermonters was moved up to the support of the latter corps, and a sanguinary action was imminent, when suddenly the British force was recalled across the Saranac. The defeat of the royal fleet on the lake had caused Prevost to suspend the attack. The Americans fought the battle with 1,500 regulars, 700 N. Y. militia, and 2,500 men of Vermont. The N. Y. and Vt. militia were now rapidly converging on Plattsburgh, and a letter prepared by Rev. Eleazer Williams ("The Lost Bourbon Prince,"—then in the American service) and sent so as to be captured by Prevost, gave the false information that 10,000 Vermonters and 9,000 N. Y. militia were advancing on the British line of retreat. Dispirited by the loss of the fleet, alarmed at the gathering of the State troops, and apprehensive of a second Burgoyne's surrender, Prevost withdrew his splendid army during the night, leaving his hospitals and army stores. The British lost 2,000 men in this brief campaign, while the American loss was less than 150. The incompetency of Sir George Prevost was bitterly censured in Canada, and procured his disgrace by the home government; while Gen. Macomb received the proudest honors of the Republic, and was general-in-chief of its armies from 1836 until his death in 1841.

At 8 o'clock in the morning of Sept. 8, when the royal troops were advancing on the Saranac fords, the British fleet rounded Cumberland Head. It was led by Commodore Downie, and consisted of the *Confiance*, 38, the *Linnet*, 16, the *Chub* and the *Finch*, 11 guns each, and 12 gunboats. The American fleet, anchored in a double line between Crab Island and Cumberland Head, was commanded by Commodore Macdonough, and consisted of the *Saratoga*, 26, *Eagle*, 20, *Ticonderoga*, 17, *Preble*, 7, and ten gunboats. The British had 95 guns and 1,095 men, and the Americans had 86 guns and 852 men; the ordnance, on both sides, being unusually heavy. Macdonough, with his ships cleared for action, knelt on the deck of the *Saratoga*, surrounded by his officers and men, and invoked the Divine blessing on the issue of the fight. The *Eagle* and *Saratoga* commenced the action, and Downie's flag-ship, the *Confiance*, moved up close to the *Saratoga*, and, with one tremendous point-blank broadside from her 16 double-shotted 24-pounders, disabled 40 of the *Saratoga's* men, and covered her trembling decks with ruin. The *Linnet* raked her from bow to stern, but still her fire was kept up, until the whole starboard battery was useless. By a skilful manœuvre she was quickly wound around so that her uninjured larboard broadside bore on the *Confiance*, which was soon compelled to surrender under its terrible fire. Then, after a pounding of 15 minutes, the *Linnet* also struck her colors; while the *Chub* had yielded to the *Eagle*, and the *Finch* had been disabled by the *Ticonderoga*, and had surrendered to the battery on Crab Island (manned by invalids from the hospital). Meantime the British gunboats had driven the *Preble* in shore, and assailed the *Ticonderoga* on all sides. The galleys came up valiantly, but were swept by her cannon until they were forced to flee to Cumberland Head. After 2½ hours of incessant cannonading, the whole British fleet surrendered, although the royal gunboats afterwards escaped, the victorious vessels being too much crippled to follow them. The American loss was 104 (49 killed), and the British loss was about 166. Com. Downie was killed early in the action by being struck in the groin by a 24-pounder cannon which had been dismounted by a ball and hurled in-board. Macdonough was crushed to the deck by the fall of a heavy

boom, which had been cut off by a cannon-ball, and soon afterward he was stunned by being hit by the flying head of one of his sub-officers. Medals, honors, and estates were showered upon him after the victory; insomuch that he said, "In one month, from a poor lieutenant I became a rich man." Downie and 15 other officers of the contending forces rest in the Plattsburgh Cemetery; and the men of the fleets who fell in the battle were buried on Crab Island.

Daily stages run N. W. 16 M. from Plattsburgh over a plank road to *Dannemora* (Clinton House), a small and straggling hamlet which has grown up around the **Clinton State Prison.** A long and gradual ascent leads to this place, which is 1,700 ft. above the sea and commands a pleasing view of the Green and Adirondack Mts. The prison contains about 500 convicts, who are employed in making iron and nails on State account; and the stone buildings and forges are surrounded by a high stockade. 5 M. from Dannemora is **Chazy Lake** (*Meader House*), a trout-abounding sheet, 4 by 1¼ M., under the shadow of Mt. Lion. The usual way of entrance to the Adirondack Mts. and the Saranac Lakes is by Plattsburgh (see Route 18).

The Montreal and Plattsburgh R. R. runs N. to Montreal in 63 M. (connections unfavorable for rapid transit). Passing the unimportant stations, Beekmantown, Chazy, and Sciota, it crosses the Ogdensburgh R. R. at Mooer's Junction, and connects with a branch of the Grand Trunk Railway at Province Line. The train now passes the Canadian stations of Hemmingford, La Pigeonière, St. Remi, and St. Isidore, and reaches the St. Lawrence at the ancient Indian village of Caughnawaga. Crossing by ferry, the cars are taken at Lachine, whence Montreal is reached in 8 M.

Beyond Plattsburgh, Cumberland Head is rounded on the l., and a N. course is taken between Grand Isle and the shores of Clinton Co., N. Y. Beyond Point au Roche *Isle La Motte* is approached on the r. The shores now become more level, and the mts. are only seen in retrospective views. Point au Fer is passed on the l., and the peninsula of Alburgh (which shelters the beautiful Missisquoi Bay) is on the r. 25 M. N. of Plattsburgh the lake is ended at **Rouse's Point** (*Massachusetts House*), a dingy village with about 1,200 inhabitants. Fort Montgomery is 1 M. N of the place, and commands the Richelieu River, with 164 guns. After the works on this fort had gone on for some time, it was found to be in British territory, and was abandoned and named "Fort Blunder." A generous change of boundary gave the land to the U. S., and the fort was completed at a cost of $600,000. The Ogdensburgh R. R. (Route 14) crosses the efflux of the Richelieu River on a bridge 1 M. long, with a floating draw 300 ft. long.

Alburgh Springs (**Alburgh Springs House*) are a few miles E. of Rouse's Point, and near Missisquoi Bay. The waters are impregnated with sulphur and lithia, and are much used for cutaneous complaints. The King of France granted the peninsula of Alburgh as a feudal seigniory to Councillor Foucault, under whose orders it was settled in 1731. It was colonized by loyalist refugees late in the Revolutionary era; and in 1837 it was one of the frontier towns from which the insurgents in the "Patriot War" made their raids into Canada. A few miles E. of Alburgh are the popular Highgate, Sheldon, and Missisquoi Springs (see Osgood's *New England*).

MONTREAL.
1. City Hall and Bonsecours Market. F.5.
2. Post Office. E.4.
3. Court House. F.4.
4. Papineau Market. H.4.
6. St. Ann's " D.5.
7. St. Patrick's Hall. D.4.
8. Military School F.4.
9. Crystal Palace. C.3
— Churches. —
10. Catholic Cathedral C.4.
11. Notre Dame. E.5.
12. Christ Church Cathedral D.3.
13. Gesù (Jesuits). D.5.
14. St. Patrick's (Cath.) D.4
15. American. B.4.
16. Trinity. E.4.
17. Notre Dame de Bonsecours F.5.
18. St. James' (Cath.) F.3.
19. St. George (Epis.) C.4.
20. St. Paul (Pres.) C.4.
21. Archbishops' Palace C.4.
22. Black Nunnery E.5.
23. Gray " A.3.
24. Seminary of St. Sulpice E.5.
25. " " Priests A.2.
26. St. Mary's College D.3.
27. Mc. Gill C.2.
28. Molson's H.4.
29. General Hospital E.3,4.
30. Hotel Dieu E.1
31. Skating Rink. B.3.
32. Victoria Square. D.4
33. Place D'Armes E.5
34. Viger Square F.4.
35. Champ de Mars. F.4.
— Hotels. —
36. St. Lawrence Hall. E.4.
37. St. James D.4.
38. Ottawa D.5.
39. Albion D.5.
40. R.R. Station C.5.
MOUNT ROYAL PARK
RIVER ST. LAWRENCE
ST. HELEN'S ISLE
VICTORIA
ST. MAURICE
ST. CATHERINE
CRAIG
COLLEGE
UNION
A
B
C
D
E
F
G
H
1
2
3
4
5
6

The Grand Trunk Railway (branch line) runs from Rouse's Point to Montreal in 50 M., passing near Fort Montgomery, and following the level l. bank of the Richelieu River to **St. Johns**, a quaint and antiquated village near the head of the Chambly Rapids. It is situated on a level plain, and is connected with the suburb of *St. Athanase* by a fine bridge over the Richelieu. Near the military barracks is a large trophy-cannon from Sebastopol. Visitors at this quiet old town usually ride down the river-road to *Chambly*, a pleasant village 12 M. N. E., on a lake-like expansion of the Richelieu, called Chambly Basin. The Richelieu flows toward the N. E. almost parallel with the St. Lawrence, which it joins at Lake St. Peter, 70 M. distant.

The Marquis de Montcalm built a fort at St Johns, which was strengthened by Gov. Carleton. Benedict Arnold's American fleet was repulsed in an attack in 1775, but the fort was afterwards besieged by Gen. Montgomery, and after six weeks of blockade and cannonade it surrendered, with 600 British regulars and 48 heavy cannon. It was stripped and abandoned on the advance of Burgoyne. Chambly was fortified by the French in 1711, and in 1775 it had a strong stone fort built by the British, with massive towers at its angles. Large supplies were stored here, but the commander was inefficient, and the works were captured by the Americans in October, 1775. It was retaken by Burgoyne, and served as an exercising ground for the Montreal garrison until the English military evacuation of Canada. In the crypt of the Catholic Church is buried De Salaberry, Seigneur de Chambly, who resisted the Americans with such valor and success at the battle of Chateaugay, that he ever after bore the title of "the Canadian Leonidas." 12 M. from Chambly is *Beleil Mt.* Other excursions from St. Johns are to Scotch Mt. (6 M. over a good road), which commands a view of the Green Mts. and the border counties, and to the Chambly Rapids on the Richelieu. St. Johns is the N. terminus of the Central Vermont R. R. to St. Albans, Lowell, and Boston (see Osgood's *New England;* Route 29).

From St. Johns the line runs N. W. across the fair and fertile plains of the parish of *La Prairie* to *St. Lambert*, crossing the Montreal River at *Lacadie*. At St. Lambert the train crosses the St. Lawrence River on the wonderful * Victoria Bridge, and then stops at **Montreal.**

"The sun suddenly shone out, gilding the lofty towers of the cathedral, the tall spires of the churches, the domes and tinned roofs that stretched along the river for more than 1½ M., to which the bold wooded mt. on the rear formed a majestic background. I was at once reminded of Auxerre, Montreuil, and other old provincial cities of France." (BAYARD TAYLOR.)

13. Montreal.

Hotels. — St. Lawrence Hall, on Great St. James St., $4.50 (Canadian) a day; Ottawa House; St. James; Montreal House; Donnegana Hotel, Notre Dame St.; Albion. The new * Windsor is the best hotel in Canada.

Shops. — The most attractive are on Great St. James and Notre Dame Sts. American money is usually received at the reigning rates of exchange, but it is advisable to purchase sufficient Canadian money for the tour at one of the banks on the Place d'Armes or St. James St.

Carriages. — One-horse carriages, for 1 – 2 persons, 25c. a course (within the city), 50c. an hour; for 3 – 4 persons, 40c. a course, 70c. an hour. Two-horse carriages, for 1 – 2 persons, 40c. a course, 75c. an hour; for 3 – 4 persons, 50c. a course, $1.00 an hour. *Horse-cars* traverse the city on Craig, Bleury, and St.

Catharine Sts. ; also on St. Mary, Notre Dame, and St. Joseph Sts. ; and out St. Lawrence Main St. *Stages* run to all the adjacent villages, and to Chambly, St. Sauveur, and St. Canut.

Railways. — To New York, by Rutland and Albany, 420 M. (by Lake Champlain, 390 M.) ; to Rouse's Point, 50 M. ; to Toronto, 333 M. (14 - 15 hrs.) ; to Detroit, 564 M. ; to Chicago, 848 M. ; to Ottawa, 166 M. ; to Quebec, 173 M. (in 7 - 9 hrs.) ; to Boston, 334 M. (by Lowell), or 344 M. by Fitchburg. Also to Newport, Vt., by the S. E. Railway, 79 M. ; to Waterloo, 70 M. ; to Chambly and W. Farnham (35 M.).

Steamers. — The Dominion Line steamships leave weekly (in summer) for Liverpool ; vessels of the Gulf Ports S. S. Line to Quebec, Father Point, Charlottetown, Shediac, and Pictou, weekly ; Canad. Navig. Co. boats daily to the river-ports to the W., Kingston, Toronto, and Hamilton (see Route 28) ; daily from Lachine to the Ottawa river-ports and Ottawa city ; local lines to the smaller river-villages as far as Cornwall, and also to the Bay of Quinté. Steamers of the Richelieu Co. run E. daily to Sorel, Three Rivers, Batiscan, and Quebec ; also to Boucherville, Varennes, Bout de l'Isle, Lachenaie, L'Assomption, and Terrebonne. Semi-weekly steamers ascend the Richelieu River by Belœil to Chambly.

In the year 1535 Jaques Cartier visited the triple-walled Indian village of Hochelaga, and ascended the lofty hill behind it, which, from the beauty of its view, he named Mount Royal. The place was visited by Champlain in 1603, and was settled by a small French colony. A tax-gatherer of Anjou and a priest of Paris heard celestial voices, bidding them to found a hospital (*Hôtel Dieu*) and a college of priests at Mount Royal, and the voices were followed by apparitions of the Virgin and the Saviour. Filled with sacred zeal, and brought together by a singular accident, these men won several nobles of France to aid their cause, then bought the Isle of Mount Royal and formed the Society of Notre Dame de Montreal. With the Lord of Maissonneuve and 45 associates, in a solemn service held in the Cathedral of Notre Dame de Paris, they consecrated the island to the Holy Family under the name of *Ville Marie de Montreal* (Feb., 1641). May 18, 1642, Maissonneuve and his people landed at Montreal and raised an altar, before which, when high mass was concluded, the priest said, "You are a grain of mustard-seed that shall arise and grow until its branches overshadow the land. You are few, but your work is the work of God. His smile is on you, and your children shall fill the land." The Hôtel Dieu was founded in 1647, and in 1657 the Sulpicians of Paris established a seminary here. In 1689, 1,400 Iroquois Indians (Mohawks) stormed the W. suburb, and killed 200 citizens ; and soon afterward Col. Schuyler destroyed Montreal with troops from New York, leaving only the citadel, which his utmost efforts failed to reduce. In 1760 Lord Amherst and 17,000 men captured the city, which then had 4,000 inhabitants, and was surrounded by a wall with 11 redoubts and a citadel. In 1775 Ethan Allen attacked Montreal with a handful of Vermonters, and was defeated and captured with 100 of his men. Gen. Prescott sent them to England as "banditti," and Allen was imprisoned in Pendennis Castle. In the fall of 1775 the city was taken by the American army under Gen. Montgomery. With the close of the War of 1812, a brisk commerce set in, and the city grew rapidly, having, in 1821, 18,767 inhabitants. The completion of the Grand Trunk Railway greatly benefited the place, and its increase has for many years been steady, substantial, and rapid.

MONTREAL, the metropolis of the Dominion of Canada, and "the Queen of the St. Lawrence," is one of the most beautiful cities on the continent. It is situated on an island (at the confluence of the Ottawa and St. Lawrence Rivers) containing 197 square M., which, from its fertility, has been called the garden of Canada. The city has 107,225 inhabitants (census of 1871), with 60 churches, 20 banks, 7 daily and 36 other papers, and returns 3 members to the House of Commons. In 1872 there arrived here 872 vessels from the ocean, aggregating 696,795 tons, bringing $ 40,088,665 of imports, and carrying away $ 18,171,384 of exports. The St. Law-

rence is 1½ M. wide at this point, and the entire river-front is lined with lofty and massive walls, quays, and terraces of gray limestone, unequalled elsewhere in the world, except at Liverpool, Paris, and St. Petersburg. The commercial buildings are generally of stone and in plain and substantial architecture, while the number of fine public buildings is very large. ¾ of the population are Catholics, many of whom are French, while the bright suburban villages are almost entirely inhabited by the French Canadians. Although Montreal is 800 M. from the sea, it is the port which receives the larger part of the importations to Canada, and its manufacturing interests are of great extent and importance.

The **Victoria Square** is a public ground at the intersection of McGill and St. James Sts., in which a statue of the Queen has been placed. The Cathedral Buildings, St. James Hotel, Y. M. C. A. Building, and St. Patrick's Hall front on this square. Going E. on Great St. James St., some fine banks, insurance and commercial buildings are passed, and opposite the Corinthian colonnade of the Bank of Montreal (beyond St. Francis Xavier St., the Canadian Wall St.) the *Place d'Armes* is seen. Here is the lofty façade of the * **Church of Notre Dame** (the largest church on the continent), which has seats for 10,000 persons. It is 255½ ft. long and 144½ ft. wide, and has a chancel-window 64 × 32 ft. in area. The interior is not interesting, and the pictures are poor. One tower has a chime of bells, and in the other hangs "*Gros Bourdon*," the largest bell in America, weighing 15 tons. The towers are 220 ft. high, and are generally open to visitors (small fee to the door-keeper). From their top is gained a panoramic view of the city and river, the Victoria Bridge and the islands. Alongside of the church is the ancient Seminary of St. Sulpice, on the site of the Seminary of 1657, as the church is near the site of the Notre Dame of 1671. The present Notre Dame was built in 1824–29, and was consecrated by the Bishop of Telmesse *in partibus*. Fronting on the Place d'Armes is the elegant Ontario Bank and the hall of the Canadian Grand Lodge of Masons. A short distance to the E. (on Notre Dame St.), an archway on the r. conducts to the extensive and secluded Convent of the Black Nuns. Farther on, the * **Court House** is seen on the l., — a stately stone building (300 × 125 ft.) in Ionic architecture, back of which is the *Champ de Mars*, or Parade Ground, an open space covering 50,000 square yards, and fronted by the Dominion Military School. Just beyond the Court House, the Jaques Cartier Square opens off Notre Dame St., and is encumbered by a dilapidated monument to Admiral Nelson. The Jaques Cartier Normal School (in the ancient French Government building) and the *Institut Canadien* (with a fine library) front on the Government Garden, at the head of this square. By the next side-street (St. Claude) to the r., the **Bonsecours Market** may be visited. This market is unrivalled in America, and is built of stone,

at a cost of $ 300,000. It is 3 stories high, is surmounted by a dome, and presents an imposing front to the river. The curious French costumes and language of the country-people who congregate here on market-days, as well as some peculiarities of the wares offered for sale, render a visit very interesting. Alongside the market is the Bonsecours Church (accommodating 2,000) which was built in 1658. A short distance beyond is the Quebec Gate Barrack, on Dalhousie Square; and the Victoria Pier makes out into the stream toward *St. Helen's Isle* (a fortified depot of ammunition and war *materiel*). To the N., on Craig St., is the attractive Viger Garden, with fountains and a conservatory, near which is *Trinity Church* (Episcopal), built of Montreal stone in the early English Gothic style and accommodating 4,000 persons. N. of Trinity and also on St. Denis St. is St. James Church (Catholic), in the pointed Gothic style, with rich stained glass. Some distance E. of Dalhousie Square, on St. Mary St., is Molson's College (abandoned) and St. Thomas Church (Episcopal), with the Papineau Market and Square and the great buildings of Molson's brewery.

McGill St. is an important thoroughfare leading S. from Victoria Square to the river. Considerable wholesale trade is done here and in the intersecting St. Paul St. The Dominion and Albert Buildings are rich and massive, while just beyond is St. Ann's Market, on the site of the old Parliament House. In 1849 the Earl of Elgin signed the obnoxious Rebellion Bill, upon which he was attacked and insulted by a mob, who also drove the Assembly from the Parliament House, and burnt the building. On account of these riots, Montreal was decapitalized the same year. Commissioners' St. leads E. by St. Ann's Market and the elegant *Custom House* to the broad promenades on the river-walls. Ottawa St. leads W. to the heavy masonry of the Lachine Canal Basins and the vicinity of the Victoria Bridge.

Radegonde St. and Beaver Hall Hill run N. from Victoria Square, passing *Zion Church*, where the Gavazzi riots took place in 1853. The armed congregation repulsed the Catholic assailants twice, and then the troops restored order, 40 men having been killed or badly wounded. Just above is the Baptist Church, overlooked by the tall Church of the Messiah (Unitarian), with St. Andrew's Presbyterian Church on the r. A few steps to the r., Lagauchetière St. leads to *St. Patrick's Church*, a stately Gothic building, 240 × 90 ft., accommodating 5,000 persons, and adorned with a spire 225 ft. high. The nave is very lofty, and the narrow lancet-windows are filled with stained glass. Near by, on Bleury St., are the massive stone buildings of St. Mary's College (Jesuit) and the * **Church of the Gesù.** The nave of the church (75 ft. high) is bounded by rich composite columns; and the transepts are 144 ft. long, and adorned with fine frescos in chiaroscuro.

Over the high altar is the Crucifixion and the Adoration of the Spotless Lamb, above which is the Nativity. By the columns at the intersection of the nave and transepts are statues of St. Mark with a lion, St. Matthew with an ox, St. Luke with a child, and St. John with an eagle. On the ceiling of the nave are frescos of St. Thomas Repentant, the Bleeding Lamb, and the Virgin and Child amid angelic choirs. 8 medallions along the nave contain portraits of saints of the Order of Jesus. Over the Altar of the Virgin, in the l. transept, is a fresco of the Trinity; near which is a painting of St. Aloysius Gonzaga receiving his first communion from St. Charles Borromeo, Cardinal Archbishop of Milan. To the r. is a fresco of St. Ignatius Loyola in the grotto of Manresa; and on the l. is Christ's appearance to him near Rome, while above is Christ blessing little children. Over St. Joseph's Altar (r. transept) is a painting of the Eternal Father, on whose r. is St. Stanislaus Kostka, receiving the communion from angels. On the l. is the Martyrdom of the Jesuits at Nagasaki, on the r. is the Martyrdom of St. Andrew Bobola, in Poland, and above is the Raising of Lazarus. On the ceiling is a large fresco of the Holy Family at Work.

St. Catharine St. leads W. to ***Christ Church Cathedral,** the best specimen of English Gothic architecture in America. It is built of Caen and Montreal stone, is cruciform, and a stone spire 224 ft. high springs from the centre of the cross. The chancel has a fine window and carved choir-stalls, and is laid with encaustic tiles; and the pointed roof of the nave (67 ft. high) is sustained by columns whose capitals are carved in imitation of Canadian plants. Near the Cathedral is a quaint octagonal chapter-house, used also for the diocesan library; and the house of the Lord Bishop (and Metropolitan of Canada) is in the same vicinity. To the N. is **McGill College,** which was endowed in 1814, and opened in 1828. It is below the reservoir on Mount Royal, whence a charming *view of the city and river may be gained. Some distance W. of the college, and fronting on the same street (Sherbrooke), is the great *Seminary of St. Sulpice,* for the education of Roman Catholic priests. On St. Catharine, near St. George St., is the Asylum for the Blind, with a richly frescoed chapel, in light and delicate Romanesque architecture. W. of the Cathedral is the Erskine Church (Presbyterian); also the Church of St. James the Apostle, a Gothic building, with a graceful tower and spire. Near the old cemetery, on Dorchester St., are several churches, — the Wesleyan Methodist, in the English Gothic style; the American Presbyterian, an exact copy of the Park Church, in Brooklyn, N. Y.; and the Episcopal Church of St. George, in decorated Gothic architecture, with deep transepts, costly stained windows, a timber roof, and fine school-buildings. On the E. side of this square is the *Bishop's Palace,* near the slowly rising walls of the new Catholic Cathedral, which is to be built on the model of St. Peter's at Rome (though smaller). Farther to the W., on Dorchester St., on the r., is the great cruciform building of the **Gray Nunnery** (founded 1692), with a foundling hospital and a refuge for the infirm. *Mt. Ste. Marie* is the large edifice across Dorchester St., which was built for a Baptist College, but is now a ladies' boarding-school, conducted by the Black Nuns, who have 57 schools and 12,000 pupils in Montreal. The order was founded by Marguerite Bourgeoys in 1659.

Farther E. are the St. Paul and the Knox Churches. There are many other notable churches and public buildings in the city, and the streets toward Mount Royal are lined with villas.

There are pleasant excursions from Montreal to Monklands and the Isle Jesus; to Hochelaga, the vast Convent of the Holy Name of Mary, and Longue Point; to the Tanneries, Cote St. Paul, and Lachine, by carriage; but the favorite trips are to the mt. and the rapids. "*Around the Mountain*," it is 9 M. by going out St. Lawrence Main St., by the immense Hotel Dieu, and up the slopes to the pretty village of Cote des Neiges. Ascending thence, a fine view is soon revealed, including the city, a broad expanse of the river, with the bridge, St. Helen's Isle, and Longueuil, and the blue peaks of Vermont in the S. On the slope of Mount Royal is the Cemetery, which is entered by stately portals, and shows some creditable monuments, especially those of the Molson family. The **Lachine Rapids** (see Route 28, *ad finem*) are visited by taking the 7 A. M. train (at the Bonaventure station) to Lachine, whence the tourist descends the rapids in a steamer, and reaches Montreal about 9 A. M.

The ***Victoria Bridge** is the longest and costliest in the world. It consists of 23 spans of 242 ft. each (the central one, 330 ft.) resting on 24 piers of blue limestone masonry, cemented and iron-riveted, with sharp wedge-faces to the down current. The tubes containing the track are 19 × 16 ft., and the bridge is approached by abutments 2,600 ft. long and 90 ft. wide, which, with the 6,594 ft. of iron tubing, makes a total length of 9,194 ft. from grade to grade and over 1¾ M. from shore to shore. The bridge was begun in 1854, and finished in 1859; it contains 250,000 tons of stone and 8,000 tons of iron, and cost $6,300,000. There is a beautiful view of the city from this point.

Ottawa and the routes thereto, see page 128.

14. Lake Champlain to Ogdensburg.

By the Central Vermont R. R in 118 M. (5–11 hrs.). Stations, Rouse's Point; Champlain, 4 M.; Perry's Mills, 7; Mooer's, 12 (crossing of the Montreal and Plattsburgh R. R.); Mooer's Forks, 15; Wood's Falls, 18; Altona, 21; Irona, 23; Forest, 26; Dannemora, 28; Ellenburgh, 29; Brandy Brook, 30; Clinton Mills, 35; Cherubusco, 37; Chateaugay, 45; Burke, 49; Malone, 57; Bangor, 63; Brush's Mills, 68; Moira, 71; Lawrence, 77; Brasher Falls, 82; Knapp's, 90; Potsdam, 93 (crossing of Rome, Watertown & Ogdensburg R. R.); Madrid, 101; Lisbon, 109; Ogdensburg, 118.

Soon after leaving Rouse's Point the train reaches Champlain (*Mansion House*), a prosperous factory-village on the Great Chazy River. 8 M. beyond is *Mooer's Junction* (restaurant in station), where the line is crossed by the Montreal and Plattsburgh R. R. The line now traverses the extensive and desolate Chateaugay (pronounced Shattagee) Woods, with occasional glimpses of the highlands on either side. The soil is light and the settlements are small and rude. This wilderness was called *Osarhehon* by the Indians. At Chateaugay (*Roberts House; Union Hotel*) the Chateaugay River flows through a gorge nearly 200 ft. deep, which is crossed by a railway viaduct 160 ft. high and 800 ft. long.

8 M. S. is the *Lower Chateaugay Lake* (Bellows' Hotel; where boats and guides may be obtained), which is 2½ M. long, and has lofty and rugged shores. The Upper Chateaugay Lake is 5 M. long by 2 M. wide, and is connected with the lower lake by a navigable stream called the Narrows (4 M. long). Rock Island is near the middle of this lake, and Mt. Lion is on the S. shore. The Chazy and Ragged Lakes and several forest-ponds are visited from this point, and the hunting and fishing are good. Several summer-villas and boarding-houses are situated on the shores; also Collins's Sporting Lodge and the spacious new *Adirondack House*. A small steamer plies on the Lower and Upper Lakes and the Narrows.

The train now passes on by Burke Hollow and traverses extensive pine-plains. Station: **Malone** (* *Ferguson House; Hogle House*), the capital of Franklin Co., a thriving manufacturing village of 4,000 inhabitants, situated on the Salmon River nearly midway between Rouse's Point and Ogdensburgh. It was founded by men of Vermont about the year 1800, and was plundered by the British in 1813–14. This village has become a favorite resort for sportsmen on account of the fishing which is found in the neighboring ponds and streams.

Malone to Paul Smith's (St. Regis Lake).

This has long been a favorite for Western and Northern tourists entering the wilderness. The distance is 37 M. (Parties of 4–5 can hire a carriage at Malone at reasonable rates.)

Nearly 1 M. S. of the village the road passes the Springdale Fish Farms, where great numbers of trout are propagated. About 8 M. S. is the hamlet of Titusville, at the Great Falls of the Salmon River, near which is the State Dam (13 M. from Malone) which backs up the Salmon River in the spring-time, to afford a sufficient head of water to run the logs down to the Malone lumber-mills. The small *State Dam House* is located here; and 1 M. distant is Round Pond (3 × 2 M.), a famous trouting-place, amid forest scenery. The Deer Fly, Wolf, Plumadore, and Charley Ponds are near this inn; and 5–6 M. S. E. is Ragged Lake (sportsmen's inn), a narrow and irregular sheet 9 M. long. Mt. Lion is seen conspicuously on the S. shore; and many trout are found in the clear waters. The Chateaugay Lake is 4 M. from this point (by forest-trail). 2 M. S. of Titusville is the Great Bend in Salmon River (*Myrtle Bower House*) amid pleasant woodland scenery. The old mail-route from Malone to Ausable Forks (52 M.) diverges from the present sub-route at Duane, and runs S. E. by the Hunter's Home inn (31 M. from Malone).

Meacham Lake is reached in 25 M. from Malone. It is 4 M. long by 2 M. wide, and is dotted with pretty islands. Several lines of lofty heights environ its placid waters, and a beautiful view is afforded from Carpenter's Hill, a moderate elevation in the vicinity. The De Bar and St. Regis Mts. are prominent; and there are several sand-beaches on the borders. On the N. shore is situated the *Meacham Lake House*, a small hotel where guides and boats may be secured. Several trout-abounding ponds are found in this vicinity; and sportsmen sometimes visit Paul

Smith's by a water-route of 20 M. (2 M. of carries), which passes through the Folingsby, Jr., Pond and St. Regis River. The road passes on among the trees, leaves the Chain Ponds and Rice Mt. on the r., rounds Osgood Pond on the r., and 12 M. beyond Meacham Lake reaches Paul Smith's (see Route 18).

Beyond Malone the train passes by Brush's Mills to Moira, ½ M. N. of Moira village (small hotel). Daily stages run S. 12 M. to Lincolnson ($1), whence a road leads to the *Spring Cove House* (9 M.), a forest-inn at the 9 M. Level on the St. Regis River. Trout and deer are found in this vicinity. From Brasher Falls station (2 inns) daily stages run to St. Regis.

Stages run from Brasher Falls in 10 M. (also from Potsdam Junction in 14 M.) to **Massena Springs** (*Harrowgate; Hatfield House*), whose waters are saline-sulphurous, and are beneficial in cases of cutaneous diseases and gravel. They resemble the celebrated Eilsen waters of Germany; and but 3–4 tumblers per day should be taken. The springs are near the Raquette River, amid very pleasant scenery, and are 12 M. from St. Regis.

The train now passes W. to *Potsdam*, where the Rome, W. & O. R. R. comes in from the S. W. Crossing the Raquette, the line soon reaches Madrid, on the Grass River, beyond which the level town of Lisbon is traversed, and the train enters **Ogdensburg** (see Route 28).

15. Ogdensburg to Ottawa.

Railroad ferry-boats cross from the Ogdensburg station to Prescott on the arrival of trains, and local boats run regularly every 15 min. The baggage is inspected by Canadian customs-officers at the landing. The St. Lawrence and Ottawa Railway runs from Prescott to Ottawa in 54 M. Time, 2½ hrs.; fare, $2 (Canadian). The view from the train is very uninteresting, consisting mainly of tangled forests and occasional cold and rough clearings. The counties of Grenville and Carleton are traversed, but the villages of Oxford, Kemptville, and Manotick are all remote from their stations. From Chaudière Junction a branch track diverges to the great saw-mills above the Chaudière Falls. The valley of the Rideau is soon entered, and the great clusters of towers and pinnacles over the Parliament Buildings are seen on the l. The station is over 1 M. from the Upper Town.

Ottawa.

Hotels. — The Russell House, $2.50–3, near the Parliament Buildings; Daniel's Hotel, Metcalfe St., Upper Town, $2; Albion Hotel, on Court House Square.

Shops. — The best are found on Sparks St., but goods are here much more expensive and in less variety than in Montreal. Furs are a specialty of this city, and gloves may be bought to advantage.

Horse-Cars traverse the Upper, Centre, and Lower Towns, from the Chaudière Falls to the Rideau Falls and New Edinburgh (on Sparks, Sussex, and Metcalfe Sts.). Distance, 3 M.; fare, 6c.

THE CITY OF OTTAWA.

1. *Parliament Buildings*	E. 6.
2. *Dominion Library*	E. 5.
3. *P. O. and Agricul. Dep'ts., &c.*	E. 6.
4. *Ministry of Justice, Finance, &c.*	F. 6.
5. *University of Ottawa*	H. 7.
6. *Institut Canadien Français*	F. 5.
7. *City Post Office*	F. 6.
8. *Central School*	F. 7.
9. *St. Patrick's Asylum*	D. 7.
10. *Court House*	G. 7.
11. *Gray Nunnery*	G. 4.
12. *Convent of Notre Dame*	H. 7.

CHURCHES

13. *Cathedral*	G. 5.
14. *Bishop's Chapel (Epis.)*	F. 6.
15. *Christ Church,* "	B. 7.
16. *St. Joseph's*	H. 7.
17. *St. Andrew's (Pres.)*	D. 6.
18. *Canada.* "	D. 7.
19. *Methodist*	A. 7.

SQUARES

20. *Cathcart*	H. 4.
21. *Metcalfe*	G. 3.
22. *Cartier*	F. 7.
23. *Market*	G. 5.
24. *Union*	A. 5.
25. *Railway Station*	G. 3.
26. *Russel House*	F. 7.
27. *Daniel's Hotel*	E.F. 7.
28. *Rideau Falls*	H. 2.
29. *Chaudière Falls*	A. 4.
30. *Suspension Bridge*	A. 4.

OTTAWA

CHAUDIERE FALLS

CHAUDIERE I.

VICTORIA I.

RIVER

RIDEAU CANAL

WELLINGTON ST.

RIDEAU ST.

SUSSEX ST.

KING ST.

QUEEN ST.

ALBERT ST.

MARIA ST.

THEODORE ST.

YORK ST.

GEORGE ST.

CLARENCE ST.

ST. ANDREW ST.

ST. PATRICK ST.

CATHCART ST.

BOLTON ST.

SLATER ST.

SLOAN ST.

PERKINS ST.

MONTREAL RD.

VICTORIA TERRACE

BUELL ST.

BRIDGE ST.

BROAD ST.

WELLINGTON ST.

ST. PAUL'S ST.

ST. JAMES ST.

ST. JOHN ST.

ST. ANN'S ST.

ST. PATRICK ST.

ST. ANDREW ST.

ST. JOSEPH ST.

ST. MARY ST.

ST. CATHERINE ST.

ST. ANTOINE ST.

ST. ANNE ST.

ST. ANDREW ST.

ST. PATRICK ST.

ST. JAMES ST.

ST. JOHN ST.

ST. ANN'S ST.

ST. PAUL'S

Railways. — The St. Lawrence and Ottawa, to Prescott in 54 M. The Canada Central to Carleton Place (28 M.), whence the Brockville and Ottawa runs S. to Brockville (46 M.), and N. to Renfrew (41 M.). Other lines are projected, especially two to Montreal.

Steamboats. — The Royal Mail Line for Montreal, morning and evening boats. The Union Forwarding Co.'s steamers leave Aylmer for Arnprior, Pembroke, and Deux Rivières, 188 M. N. W. (see page 132).

In 1613 Champlain and 3 Frenchmen ascended the Ottawa far above Lake Coulonge and Isle des Alumettes, passing where, "on their l., the falling curtain of the Rideau shone like silver between its bordering woods, and in front, white as a snow-drift, the cataracts of the Chaudière barred their way. . . . . Here, while New England was a solitude, and the settlers of Virginia scarcely dared venture inland beyond the sound of cannon-shot, Champlain was planting on the shores and islands the emblems of his faith." (PARKMAN.) In 1769 Philemon Wright, of Woburn, Mass., came into this remote wilderness in search of a new home, and in 1798–99 he made other explorations here. In 1800 he left Woburn with 25 men, 5 families, 14 horses, 8 oxen, and supplies, and advanced from the St. Lawrence to the Chaudière Falls by roads of his own cutting and upon the frozen river. He settled at the foot of the great portage around the falls, and began an energetic campaign against the forest. By 1824 he had cleared 3,000 acres, made a road 120 M. long, and built a village which had a population of 1,000 (mostly New-Englanders). This settlement was on the site of the present village of Hull, while the chief of the Highland clan of McNab, with a large number of his clansmen, had located above. But Mr. Wright's capital was limited, and at one time he owed an Irish teamster named Sparks for arrears of wages. Having no money, he offered him the tall hills beyond the river in payment of his claim. This Sparks contemptuously refused, but afterwards, concluding that the hills were better than nothing, he took them in lieu of $200. It was but a few years, however, before this point became the terminus of the Rideau Canal, and Sir John Franklin, in an address at the foundation of the canal-locks (in 1827), predicted that the Capital of Canada would be here. The town which soon arose from the canal-trade and the lumber business on the river was named Bytown, for Col. By, of the Royal Engineers, who surveyed the canal-route. In 1851 there were 8,000 inhabitants here, living in a very crude and lawless condition. Some years later it was deemed best that Canada should have but one capital, and the ancient provincial capitals, Quebec, Montreal, Kingston, and Toronto, strove earnestly for the honor. The contest became so bitter, and so little chance was there of a settlement, that the question was referred by the Canadian Parliament to Queen Victoria for her arbitration. The surprise was great when she chose Ottawa, and one provincial statesman proclaimed in Parliament, "I tell you candidly, gentlemen, you might as well send the seat of Government to Labrador." This was in 1858, and the first session of Parliament here was in 1865, since which the city has grown rapidly in population, culture, and beauty.

OTTAWA, the capital of the Dominion of Canada, occupies a fine situation at the confluence of the Ottawa and Rideau Rivers. It is divided into three sections, known as the Lower, Centre, and Upper Towns, and is connected by bridges with the manufacturing suburbs of Hull and New Edinburgh. The city is now in a very unfinished condition, but improvements are rapidly going on. There are 21,545 inhabitants, many of whom are connected with the lumber business, and over 8,000 are French Canadians. There are 17 churches, 5 daily papers, and 7 banks. Besides the immense lumber-mills there are several iron-works, two large breweries, and a match-factory employing 700 hands, and making 1,000 gross daily.

* * **The Parliament Buildings** are situated on the highest land in the city, and occupy a plateau of 30 acres, 160 ft. above the Ottawa River. They are in the 13th-century Italian Gothic architecture, and are probably

the best example of that style in America or the world. The material is cream-colored Potsdam sandstone (from Nepean), with trimmings of Ohio stone and Arnprior marble. There are 3 buildings, forming 3 widely detached sides of a quadrangle, and fronting toward Wellington St. The central building, or Parliament House, is 472 ft. long and 570 ft. deep, and covers an area of 82,866 square ft. With its long lines of pointed windows, its massive buttresses, and the 13 towers and many pinnacles, it is only excelled in majestic beauty by the Capitol at Washington. In the centre of the front is a noble Victoria tower 180 ft. high, very massive and well ornamented, and surmounted by a great iron crown. The main entrance is through the broad arches under this tower, and the quaint and delicate carvings on and about the capitals of the inner columns should be noticed; also the imperial arms above the doorway. A bare and spacious lobby is entered from this point, with a line of pointed arches upheld by marble columns. The front of the building is occupied by committee-rooms and offices, and the Parliament Halls are in two lofty wings extending to the N. Ascending the stairs and turning to the l. from the entrance the Chamber of Commons is soon reached. The hall is 82 × 45 ft., and 50 ft. high, and is richly furnished. It is surrounded by pilasters of gray marble from Portage du Fort, supplemented along the galleries by clusters of small columns of dark Arnprior marble, which sustain pointed arches of gray marble. Above the galleries (which seat 1,000 persons) are lines of long lancet-windows filled with stained glass. The roof is of glass and stained wood, and is provided with gas-jets and reflectors for night sessions. The lobbies of the Chamber of Commons and of the Senate are lined with portraits of Canadian statesmen, some of which possess much artistic merit. The Senate Hall is reached to the r. from the entrance, and is of the same size as the Commons. At the upper end of this hall is the vice-regal throne and canopy, flanked by busts of the Princess Alexandra and the Prince of Wales. At the opposite end is a marble statue of Queen Victoria (by Wood), above which is a portrait of that lady at the time of her coronation. At the same side are full-length * portraits of King George III. and Queen Charlotte, both by Sir Joshua Reynolds. On the N. front of the building a unique and imposing structure has been built for the Library. It is a 16-sided polygon, 90 ft. in diameter, with enormous buttresses and a lofty conical roof. The library (30 – 40,000 volumes) is to be removed here from its present cramped quarters. The irregular and picturesque stone buildings on the E. and W. of the quadrangle are used by the various departments and bureaux of the Government. The E. block (318 × 258 ft.) is over the defile of the Rideau Canal, and contains the offices of the Governor-General, the Secretary of State, the Privy Council, the Registrar, Receiver-General, and Minister of the Militia, and the Departments of Customs, Inland Revenue, and Justice.

The W. block (277 × 211) contains the Departments of Public Works, Post-Office, Militia, and Marine and Fisheries, with the Bureau of Agriculture and the Model-room of the Patent Department. From the W. side of this building (or of the Parliament House) is afforded a fine * view over and far up the river, with vast lumber-yards lining the shores and the bright Chaudière Falls in sight. The quadrangle is being terraced and planted with trees, and the front is lined with a costly stone-wall. A pleasant ramble has been arranged along the cliffs which descend sheer from the plateau to the river, and an iron bridge has been thrown across the Rideau Canal near the buildings. The corner-stone of the Parliament House was laid by the Prince of Wales in 1860, and the total cost of the buildings has been $4,000,000. The official residence of the Governor-General (the Marquis of Lorne) is at *Rideau Hall*, in New Edinburgh.

There are some fine commercial buildings on the two main streets, — Sparks and Sussex, — and the Churches of St. Patrick (Cath.), St. Andrew (Pres.), and Christ (Epis.) are handsome stone structures. The **Cathedral de Notre Dame** is a lofty and spacious building, with openworked twin-spires (200 ft. high) and a light interior, containing a picture, "The Flight into Egypt," which is attributed to Murillo. The hall of the *Institut Canadien-Français* (300 members; 6,000 volumes in library) is opposite the Cathedral, and the Bishop's Palace is alongside. The *Gray Nunnery* (the Mother-House of the Province of Ontario) is a large stone building at the corner of Bolton and Sussex Sts. There are 150 nuns, who care for 5 hospitals and asylums in the city. The Black Nunnery (Congregation de Notre Dame) have buildings near Cartier Square. The Convents of Bon Pasteur and the Frères Oblats are also substantial buildings. The *Ottawa University* (on Wilbrod St.) is a Catholic institution; and the large building of the Protestant Ladies' College stands on Albert St. The City Hall and the Custom-House are in process of erection, and water-works are being prepared at a cost of $1,000,000. In the ravine E. of the Parliament Buildings are the 8 massive locks of the **Rideau Canal**, which was built in 1827-31, from Ottawa to Kingston (126 M.), at a cost of $2,500,000. It was destined for transporting troops and supplies in case of a war with the U. S., when the St. Lawrence might be made impassable; and is now used for freight and inland commerce.

The * * **Chaudière Falls** are about 1 M. from the Parliament Buildings (horse-cars in 15 min.), and are often ranked next to Niagara. The Ottawa River (after passing the Rapides des Chênes) is here narrowed to 200 ft., and plunges down 40 ft. over an uneven ledge, producing an incessant roaring, and sending off clouds of misty spray. The N. channel leaps down the Little Chaudière Fall and disappears, emerging again ½ M. below. The falls are seen to advantage from the graceful suspension-bridge which connects Ottawa and Hull and the two provinces; for the Ottawa River is the boundary between Ontario and Quebec.

To obviate the destruction of timber in plunging over the falls, a series of slides has been constructed by a canal ¾ M. long around the Chaudière. 40,000,000 ft. of timber descend here yearly, and tourists sometimes make the exciting passage of the slides (by permission from the raftsmen). Ottawa is the chief lumber-mart of Canada, and in the 7 mills about the falls 4,500 men are employed, producing yearly about 200,000,000 ft. of pine lumber, of which 45–55,000,000 ft. is kept piled near the mills. 270,000 gross of matches, 600,000 pails, 45,000 tubs, and 72,000 zinc wash-boards are made here yearly. 16,000 men are employed in the vast forests of the Ottawa and its tributaries, — the Gatineau, Madawaska, Coulonge, Black, Petewawa, and Rivière du Moine, — 10,000 men are in the river-mills, and 17,000 sailors man the 1,200 vessels which carry away the timber.

The * **Rideau Falls** are worthy of a visit. They are reached by the horse-cars running E. from the Upper Town. The Rideau River, when within a few rods of its confluence with the Ottawa, here falls over a precipice of smooth rock 50–60 ft. deep. The falls are surrounded by mills, but may be visited by leaving the street at the E. end of the bridge.

The Upper Ottawa River.

The Ottawa River is navigated for 188 M. above Ottawa by the 14 steamers of the Union Navigation Co. The portages are somewhat troublesome, but tourists frequently take this route to visit the outposts of civilization, or to reach the N. sporting-grounds. Stages run from Ottawa to **Aylmer** (*Holt's Hotel*), a large village with 4 churches, whence the steamer *Jessie Cassels* starts on the first reach of the river (early in the morning). As the pier is left, the range of the Eardley Hills is seen in the distance beyond Aylmer Bay. Long lines of lumber-booms are found on this reach; and the steamer passes timber-rafts bearing low square sails and numerous huts, and great islands of logs drifting down to the Ottawa saw-mills. These rafts are managed by French Canadians and Indian half-breeds, — hardy, powerful, and semi-civilized men, who still chant the old Norman boat-songs amid these wild forests. After passing several landings, the steamer stops at noon at Pontiac (36 M. from Ottawa), where the river sweeps down the *Chats Rapids* through an archipelago of picturesque islets. From this point horse-cars run on a trestle-work 3 M. long (in 20 min.) to Union Village, whence the *Prince Arthur* passes out on the Chats Lake (a widening of the Ottawa, 3 M. broad and 25 M. long). The steamer stops at **Arnprior** (2 inns), a prosperous village at the mouth of the Madawaska River, near quarries of colored marble (also a station on the Canada Central Railway, 69 M. from Brockville). At the end of the lake, the Cheneaux Rapids are slowly ascended; and at 5 P. M. the tourist lands at Gould's, and rides in an omnibus over a wearisome forest-road 13 M. long (the Grand Portage). From Cobden, the *Jason Gould* steams out on Muskrat Lake, and runs through a narrow and tortuous channel among the islands to **Pembroke** (8.30 P. M.). The night is spent at this place, which is the most important village N. of Ottawa, and is also a supply-depot for the remote lumber-camps. The *Pontiac* leaves Pembroke at 7 A. M., and passes through the dark and cliff-lined reach called Deep River, reaching the Des Joachim portage at noon. Beyond this point the *Rocher Capitaine* runs for 20 M.; and thence the *Deux Rivières* passes to the end of the route, 188 M. N. W. of Ottawa. Steamers have lately begun to run to Mattawa, a remote forest-hamlet (and a post of the Hudson's Bay Company) due E. of Lake Nipissing, beyond which the unexplored Ottawa extends toward Hudson's Bay.

The Lower Ottawa River. — Ottawa to Montreal.

The day-boats leave at 6.30 A. M., and reach Lachine at 4.20 P. M. (Montreal at 5 P. M.). The Rideau Falls are soon passed on the R.; and 1 M. below the city the Gatineau River comes in on the L., after a course of 350 M. The boat stops at Buckingham (plumbago mines), Thurso, and L'Orignal, which is 9 M. from the **Caledonia Springs** (large summer hotel). "The Canadian Harrowgate" is crowded with visitors in August; and its waters are iodo-bromated and saline, beneficial in cases of gout, rheumatism, and scrofula. The Intermittent Spring is 2 M. from the hotel. At *Grenville* the traveller takes the cars around the Long

Sault and Carillon Rapids to *Carillon* (12 M.), whence another runs to Rigaud, the seat of the Convent of St. Anne. Beyond the landings of Pointe-aux-Anglais and Hudson is Como, at the head of the Lake of the Two Mountains. On the l. is seen the Indian village of Oka, near two tall hills, the highest of which is called Calvary, and is held as sacred by the Indians. The Island of Montreal is now approached; and at **St. Anne** a canal is entered, and the boat thus avoids the rapids, and passes under the great railway-bridge. It then traverses Lake St. Louis to Lachine, whence the railway is taken to Montreal. In the quaint old village of St. Anne, Tom Moore wrote his Canadian Boat-Song, beginning, —

"Faintly as tolls the evening chime,
Our voices keep tune, and our oars keep time.
Soon as the woods on shore look dim,
We'll sing at St. Anne's our evening hymn.
Row, brothers, row, the stream runs fast,
The Rapids are near, and the daylight's past.

"Uttawas' tide! this trembling moon
Shall see us float o'er thy surges soon.
Saint of this green isle! hear our prayers;
O, grant us cool heavens and favoring airs!
Blow, breezes, blow, the stream runs fast,
The Rapids are near, and the daylight's past."

16. Saratoga to the Schroon and Raquette Lakes.

By the Adirondack Railroad to North Creek (57 M.), and thence by stage to Blue Mt. Lake in 9 – 12 hrs. (27 M.). Passengers leaving Albany or Saratoga by early trains can reach Blue Mt. Lake the same night. Fare to Hadley (Luzerne), $1; to Thurman, $1.75; to Riverside, $2.25. The Adirondack Railroad is being made for the purpose of opening the great forest of N. New York, which it will cross diagonally to Ogdensburg on the St. Lawrence. The rich deposits of iron about Mt. Marcy will then be utilized, and a new route will be made for Western grain moving to the seaboard. The line was first projected in 1854, and 500,000 acres of land were acquired by grant and purchase. The 57 M. of track already laid (with its equipments) cost $2,000,000.

Stations, Saratoga; Greenfield, 6 M.; King's, 10; S. Corinth, 13; Jessup's Landing, 17; Hadley, 22; Stony Creek, 30; Thurman, 36; The Glen, 44; Washburn's Eddy, 47; Riverside, 50; North Creek, 57.

The train leaves the R. & S. station at Saratoga and soon enters the Kayaderosseras Valley, — a belt of fertile land devoted to dairy-farms and apple-orchards. It is 6 M. wide, and is bounded by the Palmertown and Kayaderosseras Ranges of mts. Station, *Greenfield*, near which Schuyler and 600 Dutchmen and Mohawks defeated 625 Frenchmen and Algonquins while on their retreat from a foray against the Mohawk castles. The French lost 60 men, and then retreated rapidly with their dog-sledge provision-trains, crossing the Hudson on a bridge of ice. The train passes along the base of Mt. Anthony, crosses the Sacandaga on a lofty bridge, and stops at Hadley (*Cascade House*, $12 – 15 a week), a small hamlet at the confluence of the Hudson and Sacandaga Rivers. On the opposite bank of the Hudson is the mt. village of **Luzerne** (**Wayside Hotel*, $3.50 a day; * *Rockwell's Hotel*, $3 a day, $14 – 21 a week; *Wilcox House*, $14 – 18 a week). The lofty hemispherical hill called the Potash is near the village, and overlooks the cluster of mts. about the glen. Jessup's Little Falls are near Luzerne, where the Hudson dashes through a narrow gorge and falls between high cliffs. Phelps' Bay (Tiserando, "the meeting of the waters") is at the confluence of the rivers, and

affords abundant pickerel and bass fishing. *Luzerne Lake* is a small body of water near the village, 700 ft. above the sea, and rich in quiet beauty. Several small boats are kept here for visiting parties. Jessup's Landing is 5 M. S. by a pleasant river-road; Conklingville is 6 M. W., up the Sacandaga Valley; and Lake George is 10 M. N. E. by a road which passes through pleasant scenery.

The Mohawks had a favorite rendezvous on the W. shore of the lake, and here King Hendrick and his men encamped while marching to their destruction at the battle of Lake George. Sir John Johnson led a force by this point in 1781, and occupied his old mansion long enough to remove the family plate to Canada. The name of the lake was given in honor of the Chevalier de la Luzerne, French Ambassador to the U. S. from 1778 to 1783. The village is much visited in summer on account of its scenery, the facilities for fishing, and the pure air of its lofty pine-plains. Fare from New York to Lake Luzerne, $5.15.

Wolf Creek station is situated near large quarries of red, gray, and green granite. *Stony Creek* is 2 M. E. of the mt. hamlet of Creek Centre (2 inns). *Thurman* station is 1 M. from Athol and 6 M. from the large marble and verd-antique quarries (abounding in *Eozoon Canadense*) at Kenyontown. Stages leave Thurman semi-daily (in summer) for Lake George, 9 M. S. E. By this road the Schroon River is followed to *Warrensburgh* (Adirondack House), a manufacturing village on a lofty plateau surrounded by hills. Beyond this point the plank road passes through a hill-gap, and descends to the plains of *Caldwell* (see page 104). The train now enters Johnsburgh, with the Kayaderosseras Mts. on the l. Their chief peak is Crane Mt., 3,500 ft. high, near whose summit is a pond which is frequented by cranes. The profile of this mt. as seen from Warrensburgh (11 M. S. E.) resembles that of the human face. The Glen station is 5 M. S. W. of Chestertown (*Chester House*), which is near Friend's and Loon Lakes. To the N. E. is the wilderness-town of Horicon, dotted with ponds, the chief of which is Brant Lake (10 M. long), surrounded by the rocky peaks of the Kayaderosseras range. At the *Riverside* station is a long suspension bridge over the Hudson, and here stages connect for Schroon Lake (fare $1) and Chester. By this road *Pottersville* is reached 6 M. from Riverside. A short distance N. is a rapid stream which falls into a basin and thence enters a snow-white natural arch 40 ft. high, where it flows for 247 ft. Stages leave Pottersville for Minerva and Chester.

Schroon Lake is 1 M. from Pottersville (steamers up the lake semi-daily; 75c.). It is 10 M. long by 2 M. wide, and is surrounded by wooded hills and mts. It was a part of the French seigniory of D'Alainville granted to De Lotbinière in 1758, and was afterwards included in the great baronial estate of Gilliland. Some authorities claim that its name is derived from a Saranac Indian word meaning "daughter of the mountain"; but there is a border tradition that it was visited by a party of French officers before the Conquest of Canada, and was named in honor

of Madame Scarron (Maintenon), the wife of Louis XIV. of France. The scenery about the foot of the lake is of little interest, and the steamer passes on to Mill Creek (E. shore), where the new *Wells House* (open only in summer) is situated. Glimpses are now gained of Dix Peak, the Boreas Spires, and other lofty summits of the Adirondacks. The shores grow more rugged and picturesque, and Mt. Pharaoh is seen on the r. front. The steamer stops on the W. shore at Schroon Lake Village (* *Leland House*, on a bluff overlooking the lake for 5 M.; *Ondawa Hotel; Taylor House;* and several summer boarding-houses). Boats and guides for excursions on the lake or into the forest may be obtained here. The most beautiful spot on the lake is *Isola Bella*, with its villa and gardens. Severn Mt. is 2 M. N. and is often ascended by a wagon-road (3,000 ft.) for its extensive over-view. Mt. Pharaoh (4,000 ft. high) is across the lake, and may be ascended with guides. At its E. base is the trout-abounding *Pharaoh Lake* (7 M. long), which is also visited from Hague, on Lake George. Paradox Lake is also much visited (see page 136).

Beyond Riverside the railroad runs N. W. to its present terminus at North Creek (*Adirondack House; Rogers' Hotel*). Strenuous efforts are being made to carry the line forward by the Adirondack Iron Works and Long and Tupper Lakes, to its objective point at Ogdensburg. Daily stages run to Minerva (*Alpine House;* 8 M.; fare, $1) in a forest-covered town between the Schroon and Boquet ranges.

Long Lake is reached by mail-stages leaving Minerva every Wednesday at 7 A. M. (fare, $5), and running N. by Aiden Lair and through a chaos of mts. to *Tahawus* (Lower Iron Works), which is situated in a glen 4 M. N. of Boreas River, and has a small forest-tavern. The road from Minerva to Adirondack crosses the Crown Point and Carthage military road at this point, and passengers for Long Lake turn W. on the latter. 8 M. W. of Tahawus is the small village of Newcomb (*Newcomb Hotel; Davis's Aunt Polly Inn*), where guides and boats may be obtained. On order by mail (weekly) teams will be sent from the hotel to North Creek or Riverside for parties. Lakes Harris and Rich are quite near the village, and Lake Delia is 3 M. N. E. The Chain Lakes are visited from this point, while the Catlin Lake route leads to the foot of Long Lake in 13 M. (3 M. of carries). Soon after leaving Newcomb, the road follows Rich Lake, on the r., and traverses extensive forests to Long Lake Village, 20–22 M. from Tahawus, and 44 M. from North Creek.

Blue Mountain Lake is 27 M. W. of N. Creek, by a road which passes Indian Lake. It is thought that a stage-line will serve this route ; but in any case, teams and drivers may be obtained at the N. Creek hotels. The road is rugged, and runs W. through a desolate country, traversed by lofty ranges of hills. *Washburne's Hotel* is on Indian River, 15 M. out (fare, $1.40); and a trail leads thence 4 M. S. to Indian Lake, a sequestered and solitary sheet about 4 M. long. It is 25 M. by river and road from this point to Sageville. 3 M. beyond Indian River is *Jackson's*, on Cedar River, where guides and supplies may be obtained. The road passes W. for 9 M. by Rock Lake to Blue Mt. Lake (see Route 23, *ad finem*), on which a new hotel is being built. 12 M. W. is *Raquette Lake.*

17. Schroon Lake to the Southern Adirondacks.

Schroon Lake to Root's, 9 M. (Crown Point to Root's, 18); Fenton's, 14; Boreas River, 20; Tahawus, 28; Newcomb, 36; Long Lake, 51.

The road follows the valley of Schroon River, with the long slopes of Spirit Mt. and the Blue Ridge on the W. At a point 3–4 M. N. of Schroon Lake, the bright waters of **Paradox Lake** are seen, 2–3 M. W. This sheet of water is over 6 M. long, and affords considerable fishing. *Brott's Hotel* is near its head, 9 M. from Schroon Lake; 10 M. from Root's; 13 M. from Ticonderoga; and 16 M. from Crown Point. About 2 M. S. E. is Long Pond, and Pyramid Pond is 1 M. S., while several other sequestered lakelets lie in the vicinity. The intersection of the Crown Point road is soon passed, and then a broad and barren plain is traversed until **Root's Inn** is reached, 9 M. from Schroon Lake. This house accommodates 40–50 guests at $10 a week, and is a famous resort for sportsmen.

The routes westward from Ticonderoga and Crown Point meet at this point. Ticonderoga is 23 M. S. E. of Root's, and the road passes Paradox Lake and Long Pond. The distance from Crown Point to Root's is 18 M., the first half of which leads up the valley of Put's Creek.

The Great Northern Highway.

The tri-weekly mail-stage from Schroon Lake continues from Root's on the Great Northern Highway, with the lofty Dix Peak in advance. After passing through three deserted villages, it enters a wide and tangled forest, and ascends the water-shed heights. Thence it runs down into the Boquet River Valley, with the imposing peaks of the Giant of the Valley on the W. When near New Russia the Split Rock Falls on the Boquet are seen by the roadside, and a little farther N. another fine cascade opens on the l. 22 M. N. of Root's (32 M. from Schroon Lake) the beautiful village of **Elizabethtown** (see page 141) is reached. The stage arrives here at 2 P. M., and waits for dinner, after which it goes N. to *Keeseville*, passing the Boquet Mts. and traversing (for 3 M.) the romantic gorge known as Poke-a-Moonshine. Schroon Lake to Keeseville, 52 M.; time, 12 hrs.; fare, $4.25. In going S. from Keeseville, Elizabethtown is passed at 11 A. M., and dinner is obtained (at 4 P. M.) at Root's.

Root's Inn is situated on the ancient State military road from Crown Point to Carthage, crossing the Wilderness in 133 M. This highway has fallen into disuse, but is still (barely) passable with the exception of a section of 16 M. between Stillwater and Beach's Lake. Parties sometimes hire conveyances from Root's to Long Lake, 42 M. W., accomplishing the trip in one long day. Fine sporting is found to the S. and S. W. of the inn, while the obscure trail which leads by Chapel Pond to the Keene Valley (18–20 M.) passes through noble scenery. It is 11 M. from

this point to the Hunter's Pass. Passing W. for 5 M., *Fenton's Inn* is reached, near the fishing-grounds on the rugged slopes of the Blue Ridge. A forest-road here diverges to the N., leading to Clear Pond (*Lake-Side Inn*) in 4 M., and to the inn on Mud Pond in 5 M. These sequestered waters are environed with mts., and a bridle-path conducts thence to the top of Mt. Marcy, 16 M. from Fenton's. A difficult trail leads from the inn at Mud Pond to the summit of Dix Peak, 4 M. N. E., from which the view includes the lakes of Schroon and Champlain, the chain of the Green Mts., and the chief Adirondack Mts. The wonderful gorge known as the Hunter's Pass lies at the base of this peak. It is 6 M. from Fenton's to *Bullard's*, and the road passes between Hayes Mt. on the S. and the graceful Boreas Spires on the N. (forests obstruct much of the view). Bullard's is near the Wolf and Sand Ponds, while Boreas Pond is 3 – 4 M. N., whence a trail leads to the Ausable Ponds and the Keene Valley. The road now crosses the Boreas Valley, and in 8 M. from Bullard's (19 M. from Root's) reaches *Tahawus* (Lower Works). Tahawus to Long Lake, see page 135.

Adirondack (Upper Iron Works) is 11 M. N. of Tahawus, by a picturesque road, which has Lake Sanford on the E. for 5 M. *Moore's Inn* is at this place, and the vicinity is filled with objects of interest. The immense deposits of iron and the iron dam across the river were discovered and reported by an Indian hunter in 1826. Mining was soon commenced, but the expense of freighting the ore to Lake Champlain was too heavy, and after some years the village, with its Church of Tubal Cain, was abandoned, and has since remained desolate. The unfortunate names of two of the chief Adirondack peaks, McMartin and McIntyre, were given in honor of two of the speculators in these mines. Lake Sanford, 5 M. long, and girded with mts., is 1 M. S. of Adirondack, and Lake Henderson, E. of Mt. Henderson, is ½ M. N. and 3 M. long. Grand mt. views are found here, and from the trout-abounding Preston Ponds (2 M. from Lake Henderson by path). 6 M. N. W. of these ponds is **Mt. Seward**, the *Onnowanlah* of the Indians, a remote peak 4,348 ft. high, which is separated from Ragged Mt. (4,126 ft. high) by the Pass of Ouluska ("place of shadows"), where panthers abound. Far around the S. base of Seward is the silent district, called by the Indians *Coughsarageh*, "the dismal wilderness," while Ampersand Pond and Mt. lie on the N., and the confluence of the Cold and Raquette Rivers is 12 M. S. W. The *** Adirondack Pass** is 5 M. N. E. of Adirondack by a well-defined trail. It is a great gorge between Mts. Wallface and McIntyre, and presents a scene of wild grandeur. The bottom of the pass is 2,901 ft. above the sea, and Wallface fronts on the W. side with a continuous precipice 1 M. long and 1,319 ft. high. 5 M. beyond the pass is the hamlet of N. Elba (see page 145). There are many other scenes of sublimity and beauty in

this vicinity, but they are difficult of access, and the accommodations of the mt. inns are very limited.

The trail to the summit of **Mt. Marcy** (see page 144) is 12 M. long, and very arduous. At 6 M. N. E. from Adirondack the path reaches *Lake Colden,* "perfectly embosomed amid the gigantic mts., and looking for all the world like an innocent child sleeping in a robber's embrace." From this sheet, 2,851 ft. above the tide, flows the foamy Opalescent River. Far up the Opalescent gorge to the E. is seen Gray Peak, on which, 4,293 ft. high, is *Summit-Water,* a bright mt. tarn from which the Hudson flows. 1 M. beyond Colden is Avalanche Lake, around which stand Wallface, McIntyre, McMartin, and Colden Mts. The long slopes of Marcy are soon encountered, and a steady climb over rocky ledges and steep acclivities conducts to the summit. After passing up by this route the mt. is often descended into the Keene Valley. A long trail leads from Adirondack to Keene, via the Ausable Ponds.

18. Plattsburgh to the Saranac Lakes.

(*Paul Smith's or Martin's.*)

This has long been the favorite entrance to the Adirondacks, and is well travelled throughout the summer. The train leaves the station (near Fouquet's Hotel) of the N. Y. and Canada R. R. (which follows the W. shore of Lake Champlain), and runs S. for 20 M. (fare, $1), passing 5 small stations, and stopping at Ausable River. This point is the present S. terminus of one of the branches of the railroad which is being constructed from Whitehall to Montreal on the W. side of Lake Champlain. Excursion tickets (good for several weeks) from Boston to Ausable River and return, either by way of Fitchburg and Burlington, or by Lowell and St. Albans, are sold for $16 (65 Washington St.; tickets also at 82 Washington St.); also from New York City (tickets and information at 175 Broadway, or the Hudson River R. R. and steamboat offices). Through tickets may be obtained at the R. and S. R. R. offices at Albany, Troy, and Saratoga, and in Philadelphia at 811 Chestnut St.

Stages are in waiting at Ausable River to convey travellers to Martin's, Paul Smith's, and Keeseville. Distance to Martin's, 36 M., fare $4.00; to Smith's, 38 M., fare, $4; to the Prospect House (Upper Saranac), 41 M.; to Wilmington Notch, 18–20 M.; to Keeseville and the Ausable Chasm, 10–12 M. No regular stage runs to Cox's, but conveyances are sent thence to Bloomingdale on receipt of telegrams announcing the approach of guests. It is thought that a line of stages will run to Martin's by way of Wilmington Notch.

The stage-route follows the river for 3 M. to *Ausable Forks,* a prosperous village (3 inns) at the confluence of the W. and S. Branches of the Ausable. This is the head-quarters of the iron-works of J. and J. Rogers, who own immense tracts of land, and employ over 2,000 men. They run 22 forges and 48 nail-machines, consuming 4,500,000 bushels of charcoal yearly, and making 80,000 kegs of nails, besides vast quantities of blooms. The plank road now ascends the hills, from which Whiteface Mt. and other peaks are seen in the S. W., and passing through a dreary region of recent clearings and cold and sterile soil, traverses the iron-workers' village of Black Brook (6 M. from Ausable River station). At *Franklin Falls,* 20 M. from Ausable, the stages stop for dinner. This

village was attacked (in May, 1852) by a fire running in the forest, which utterly destroyed it. A new carriage-road has been made from the hotel to within ¾ M. of the summit of Whiteface Mt., and guides and carriages for the ascent are furnished here. The trip occupies a long day (fares, $1.50 each way). The stage now follows the Saranac River for 8 M. to Bloomingdale (* *St. Armand House*, 100 guests), pleasantly situated on the W. of Whiteface Mt., and about 1,600 ft. above the sea. Trout are found in the Saranac River near this point, and in Moose and Grass Ponds, 2–3 M. to the S.

9 M. N. of Bloomingdale (by a road which crosses Cape Mt., and passes the hamlets of Vermontville and Merrillsville) is *Lewis Smith's Hunter's Home*, on the N. Saranac, and near the fishing-grounds of Loon, Mud, and Round Ponds. Roads lead thence to Plattsburgh (by Elsinore, 36 M.) and to Malone (tri-weekly mail-stage, by Duane, 31 M.). *Wardney's* fishermen's resort is on Rainbow Lake (3 M. long), 9 M. S. W. of the Hunter's Home, 7 M. N. E. of Paul Smith's, and 6 M. N. W. of Bloomingdale.

Martin's is reached by the stage about 6 P. M., after passing from Bloomingdale 8 M. up the valley of the Saranac. Baker's and Blood's inns are seen when the lake is approached, Baker's being 2 M. from its shore. * **Martin's Saranac Lake House** accommodates 140 guests ($2.50–3 a day), and has a fine lake-view. Guides, boats, and camp-equipage may be obtained here by those who wish to enter the remoter forest. Distance by road to Paul Smith's, 14 M.; to Cox's (Upper Saranac Lake House), 16 M.; to Lake Placid, 12 M.; to Wilmington Notch, 16 M.; to Mt. Marcy, 24 M. Distance by water to Cox's, 20 M.; to Bartlett's, 12½ M.; to Big Tupper Lake (by Sweeny's), 29 M.; to Raquette Lake (by Stony Creek), 56–60 M. Good fishing is found on Ray Brook and other tributaries of the Saranac in this vicinity; also in Mackenzie's Pond, 4 M. N. E., under Sugar-Loaf Mt. Colly Pond is 2 M. N. W. of the hotel, and 2–3 M. beyond is the deer-haunted Macauley Pond. Lonesome Pond is a sequestered loch 3–4 M. S. of the hotel, gained by boating down the lake and a "carry" of 1 M. But next to the frequent and easy excursions among the islands and bays of Saranac Lake, the favorite trip is to Lake Placid, 12 M. S. E. (see page 145).

* **"Paul" Smith's** (*St. Regis House*) is reached by the stage in 10 M. from Bloomingdale. It accommodates 180–200 guests, and charges $2.50 a day. The best table in the Wilderness is set here, and the house is furnished with bath-rooms and barber-shop, billiard-tables and telegraph. An extensive corps of guides, with camp-equipage and supplies, may be found here. The hotel stands on an eminence in the pine-forest, and fronts on the Lower St. Regis Lake, a large pond from which flows the Middle Branch of the St. Regis River. Distance by road to Martin's, 14 M.; to Cox's, 17 M.; to Malone, 36 M. (see page 127). Distance by water to Martin's, 30–32 M.; to Cox's, 12–14 M.; to Big Tupper Lake (by

Upper Saranac), 33–35 M.; to Raquette Lake, 64–66 M. The connected waters of Lower St. Regis, Spitfire, and St. Regis Lakes are thoroughly explored by light flotillas from the hotel, and the pretty ponds on the "route of the 9 carries" are frequently visited. Osgood Pond is just N. of Smith's, and several other lakelets are found on the W. Bay Pond is a picturesque sheet about 12 M. W.; and a forest-road leads to *Wardney's Hotel*, on Rainbow Lake, 7 M. N. E. A pleasant excursion is made by following the Malone road for 12 M. to *Meacham Lake.* Parties from Smith's frequently ascend **St. Regis Mt.**, a long and lofty ridge seen from the front of the house to the S. W. There is a rude path to the summit, and the excursion takes 6–8 hrs. The view over the St. Regis and Saranac Lakes is beautiful; while the Chateaugay Woods are seen in the N. E., and the S. E. is filled with the lofty Adirondack peaks.

19. Port Kent to the Wilmington Pass and Saranac Lakes.

The stages from Port Kent (see page 118) to the Lakes have hitherto run by Franklin Falls, but many parties have preferred to charter a stage (at but little extra expense) to go *via* Wilmington Pass and Whiteface Mt. It is said that a regular line of stages will be put on this route. Stages from Keeseville (5 M. S. W.) and the Ausable Chasm connect at Port Kent with every Lake Champlain steamer, and leave Keeseville for Martin's and Smith's daily at 6.30 A. M. The returning stages leave Martin's at 7 A. M., and connect with the train at Ausable River, and with the evening boat for the South at Port Kent. Travellers from the East cross from Burlington to Port Kent on the steam ferry-boat. The distance from Port Kent, by the Pass, to Martin's is 49 M.

The road follows the Ausable River for 18 M. to Ausable Forks, passing the famous Chasm in 3 M., and Keeseville in 5 M. from Port Kent. The Jay and Poke-a-Moonshine Mts. are seen on the S., while Whiteface towers conspicuously in advance. At the Forks, the road turns to the S. W., following the valley of the S. Branch, with the Ausable Mts. on the W., and the Jay Mts. on the E. Fine views are afforded of the Jay Valley, with the lofty peaks of Keene in advance. From the little hamlet of *Jay*, the lovely Keene Valley (10–13 M. distant; see page 142) is often visited. The road to the Pass turns W. at Jay, and crosses to Wilmington, 24 M. from Port Kent. Another road is sometimes taken, running W. from Ausable Forks to Black Brook village, and thence following the W. Branch (22 M. from Port Kent). At Wilmington is the *Whiteface Mt. House* (40–50 guests; $10 a week), situated amid noble scenery. * **Whiteface Mt.** is usually ascended from this point, guides and horses being furnished at the hotel. For over 2 M. carriages are used, and then the ascent is on horseback, over a rugged bridle-path 4 M. long. There is a comfortable hut near the summit, where quarters for the night may be obtained. Whiteface Mt. is 4,918 ft. high (survey of 1872), and derives its name from the fact that a landslide has laid bare the whitish-gray ledges near its summit. The sharpness, bareness and isolation of this lofty peak render the * * view one of peculiar grandeur.

On the S. is a confused mass of imposing mts, conspicuous among which are the Giant of the Valley, McIntyre, Wallface, and the pre-eminent Mt. Marcy. Close below, on the S. W., is the lovely Lake Placid, divided by its chain of islets; and away beyond is the heavy mass of Mt. Seward. On the W., beyond Sugar-Loaf Mt., the silvery Saranac Lakes are seen, with scores of ponds studding the forest. Big Clear Pond is due W., below St. Regis Mt. It is claimed that Lake Ontario, 125 M. S. of W., may be seen on a clear day, and that across the vast rolling wilderness to the N. may be discerned the flash of the tin roofs of Montreal, 80 M. away. The whole Saranac Valley is under view to the N., and also the dark Chateaugay Woods. On the E. is Lake Champlain, beyond which is the long line of the Green Mts., with Mt. Mansfield as their chief.

The Whiteface Mt. House is distant from Keene Flats 13 M.; from Martin's, 22 M.; from the Indian Pass, 18 M.; and from N. Elba, 12 M. A path from the l. of the Notch road, 2½ M. from the hotel, leads to the Flume. Passing Little Falls, the roaring of * *Big Falls* is soon heard, where there is a plunge of over 100 ft. 6 M. from the hotel the * **Wilmington Pass** is entered, and followed for nearly 2 M., with the sublime cliffs of Whiteface towering on the r., approached by an equally great precipice on the l. There is but little more than room for the road and the river for over 1,000 ft., where the cliffs run up to a great height on either hand. A road to the r., beyond the portals of the gorge, leads to Lake Placid (in 2 M.); and the stage-road intersects the Elizabethtown road at *N. Elba*, 6 M. from the Pass, and passes down to the Saranac Lake.

20. Westport to the Saranac Lakes.

Distance, 43 M.; fare, $4; semi-weekly stages. From Westport (on Lake Champlain, 51 M. N. of Whitehall) semi-daily stages run to **Elizabethtown** (8 M.; fare $1). The latter village (* *Mansion House*, 200 guests, $10–12 a week; *Valley House;* and several boarding-houses) is the capital of Essex County, and is finely situated on the Boquet River. Its grand mt. prospects have made it a favorite summer resort. Lofty peaks and precipitous hills surround the village on all sides, and afford a fine view from the plateau on which stand the county buildings, the 3 churches, and the Mansion House. *Cobble Hill*, 1 M. S. W., has a singular rocky summit resembling a dome and fronted on the E. by a great precipice. It is frequently ascended for the sake of its view, which includes Raven Hill, Lake Champlain, and the Green Mts., on the E.; the Boquet Mts. on the N.; the lofty Adirondacks on the W., dominated by the Giant of the Valley; and the fruitful fields of Pleasant Valley on the S. The isolated peak of Raven Hill lies E. of Elizabethtown, and a vague path leads to its summit, 2,100 ft. above the sea. Lake Champlain and the Green Mts. are plainly seen on the E.; the Boquet Mts. stretch along the N.; and in the W., beyond the glen-embosomed village, the stately Adirondacks are seen for 30 M. *The Giant of the Valley* is sometimes ascended from this place, the route lying up the valley of Roaring Brook (to the S.).

The excursion takes 2 days, and experienced guides should be procured. *Hurricane Peak* is a sharp white summit resembling Chocorua, which overlooks the tall mts. 5 M. to the W. The ascent and return require a long day, and form one of the most interesting excursions in Northern N. Y. Parties ride to the base in carriages, and from that point are guided up a forest-trail in 4–5 hrs. From the lofty bare summit all the principal Adirondacks are seen close at hand in the W. and S., while across Pleasant Valley and beyond Raven Hill are the broad waters of Champlain and the Green Mts. of Vermont. Fishing-parties frequently visit Black and Long Ponds, 6–8 M. S. E. of the village; also, New Pond, near the mts., and famed for its trout. The favorite drive is down Pleasant Valley, by the side of the romantic Boquet River, to the cascades on that stream, — or to Split-Rock Falls, a bright and picturesque scene 8½ M. to the S. W.

Elizabethtown is at the intersection of the State road through the mts. with the Great Northern Highway from Schroon Lake to Keeseville, and is a centre of stage-routes. Stages leave for Westport semi-daily; for Keene and Martin's (35 M. N. W.; fare, $3), at 6 A. M., Mon. and Thurs., reaching Martin's at 7 P. M.; for Keeseville (21 M. N. E.; fare, $1.75), at 2 P. M., Tues., Thurs., and Sat.; for Root's Inn at Schroon River (23 M. S. W.; fare, $1.75) and Schroon Lake (32 M. S. W.; fare, $2.50), at 11 A. M., Mon., Wed., and Fri., — arriving at Schroon Lake by 7 P. M.

After leaving Elizabethtown the stage soon enters the passes of the mts., and at 10 M. distance crosses the upper end of the lovely * **Keene Valley.** This is the most beautiful place in all the mt. district, and is already a favorite (but not fashionable) summer resort. The fair and fruitful intervales of the S. Branch of the Ausable run N. and S. for 8 M., while lofty and continuous mt. chains inwall them on the E. and W., and the great mass of Camel's Hump Mt. closes in on the S. The cultivated meadows, smooth and fertile and dotted with clumps of trees and shrubbery, contrast strongly with the frowning peaks on every side; while the bright cleanness of the scattered cottages, the graceful foot-bridges across the river, and the absence of fences, add new beauties to the scene. At Keene P. O., at the N. end of the valley, is *Bell's Hotel; Dibble's* (*Tahawus House;* 60 guests) and *Washbond's* are near the centre; and the boarding-houses of Alma L. Beede and Smith Beede are in the portals of the passes at the S. end. The price at these houses is $7–10 a week. Orlando Beede, Malvin Trumbull, Max and William Trideau, are the best of the guides in this district. The *Clifford Falls* are 3 M. N. W. of Keene (near the N. Elba road), and fall about 60 ft., pouring down through a remarkable gorge in the rock. *Hull's Falls* are on the Ausable River, 2 M. S. of Keene, and are visible from the highway. There is about 40 ft. of direct fall, and the rock-grouping in the vicinity is very picturesque. From Keene P. O., at the N. end, to Keene Flats, in the centre of the valley, the distance is 4–5 M.; and from Keene Flats to Beede's, at the

S. end, it is nearly 3 M. * *Beede's Falls* are ½ M. from Smith Beede's, where Roaring Brook plunges over a precipice over 500 ft. high, during the latter part of its descent gliding at an angle of about 70° through a deep channel which it has cut in the cliff. The best view is gained from a shelf of rock at the foot of the perpendicular fall. *Chapel Pond* is reached by an obscure path in 1¼ M. from Smith Beede's, and is about ¾ M. long. It is romantically situated amid an environment of rugged cliffs, and is noted for the great depth of its waters, which abound in white-fish. A small boat is kept upon this pond. 1,500 ft. to the E., and 400 ft. higher than Chapel Pond, is another sequestered and solitary mt. tarn, and about ½ M. farther, and 200 ft. higher, is yet another lonely pond (1,500 × 600 ft.). An old and nearly obliterated trail (experienced guides should be taken) leads from Chapel Pond down into the Boquet River Valley, and thence to Root's Inn, 17 M. from the pond. The immense heights of Camel's Hump, Giant of the Valley, and Bald Peak nearly surround Chapel Pond; and Round Pond (150 acres), the source of the Boquet River, is about 2 M. S. In the same region, and 4 M. S. of Beede's, is the glen known as the * *Hunter's Pass.*

The * **Ausable Ponds** are reached from Beede's by a rugged road leading up the defile in which flows the Ausable River. Near Alma L. Beede's are the long steep rapids called Russell Falls, where the river descends 150 ft. in a course of about 1,500 ft., — its channel lying through a deep gorge in the granite rock. 2 M. above this point are the Beaver Meadow Falls, situated about ¼ M. from the road. 4 M. from Beede's the road leaves the forest and ascends a bluff which overlooks the Lower Ausable Pond, a narrow and gloomy sheet 1½ M. long, with the mts. rising sheer from its shores. Gothic Mt. and Saddleback are on the W., and lofty nameless peaks ascend on the E. * *Rainbow Falls* are ½ M. from the foot of the pond, and are visited by following the beach to the r. and crossing the driftwood at the outlet (or by rowing across the outlet), and passing along a path which turns sharply to the l. around a hunters' shanty near by. An arduous ascent through the thickets and up the bed of the stream soon leads to the foot of the cliffs over which the Rainbow Brook makes a direct leap of 125 ft. Boats are usually in readiness at the foot of the Lower Pond to transport travellers to the upper end, whence a carry 1 M. long leads to the Upper Ausable Pond. This is larger than its sister sheet, being about 2 M. long, and attaining a considerable width near the centre, while the landscape is broader and less desolate at this point. Parties frequently encamp on these shores, and it is said that a hotel is to be built here, in conjunction with an improvement of the road to Keene. Trout and deer are sought in the vicinity. It is about 5 M. from the Upper Pond to the summit of Mt. Marcy; and 5 M. to the S. W. (3 M. by boat up the inlet) is *Boreas Pond*, one of the head-waters of

the Hudson. This pond is nearly cut in two by a long cape running out from Moose Mt. on the N., while Saddle Rock and the towering Boreas Spires rise on the E. It covers nearly 1 square M., and abounds in small trout. About 10 M. farther S. W. is the village of *Tahawus* (Lower Iron Works), on the Crown Point and Long Lake road. 1 M. above the Upper Pond the inlet is crossed by a bridle-path which leads S. E. to the inn on Mud Pond (5 – 6 M.), and to Root's Inn at Schroon River.

Mount Marcy,

the sovereign peak of the Adirondacks, is 5,333 ft. above the sea (survey of 1872). It was called by the Saranac Indians, Tahawus, "The Cloud-Piercer," or "Sky-Splitter," in allusion to the sharpness of its lofty peak, which often overtops the clouds. The * view from the summit (which is strewn with boulders) is wide and interesting, and includes the valley of Lake Champlain and the Green Mts. on the E.; Whiteface, the Keene Mts., and the Ausable Valley on the N. and N. E.; and distant views of the Saranac Lakes to the N. W. Surrounding this central summit are seen the chief peaks of the Adirondacks.

The usual mode of ascent is from Keene Flats, whence guides, provisions, and blankets are taken. Leaving the Flats at noon, the first night is spent in shanties beyond the Upper Ausable Pond (10 – 12 M.). On the next day the mt. is ascended by a trail running 5 M. N. W., and the shanties at the pond are regained by nightfall, Keene being reached by the noon of the next day. A nearer route (but more arduous and less picturesque) leads up John's Brook from Keene Flats, passing Big Falls and Bushnell's Falls, and traversing the Panther Gorge (in which the view is obscured by trees). This trail passes between Slide and Gothic Mts., and ascends the E. slope of Mt. Marcy. From Root's Inn, at Schroon River, the distance to the summit is 20 – 22 M. A wagon-road leads to the forest-tavern at Mud Pond (10 M.), whence a bridle-path has been made to the base of the mt. (9 M.). Another route which is often used is from Upper Adirondack, by a trail 12 M. long (see page 138). From Scott's (13 M. E. of Martin's, on the Westport road) a trail leads to the summit by way of the Indian Pass, in 15 M. In addition to his camp equipage and supplies, the tourist should be careful to take thick clothing, as the mt. air is often very cold. A powerful field-glass will also be found useful.

Bell's Hotel, at Keene ($7 – 9 a week) is reached at 10 o'clock (travellers returning from Martin's dine here). Beyond this point the Saranac stage enters the wild and romantic defile between Pitch Off and Long Pond Mts. About 4 M. from Keene the *Edmund Ponds* are reached, and so completely is the Pass filled by their waters that the State road is carried through on long galleries built out from the side of Pitch Off Mt. The ponds are narrow and deep, and about 4 M. long, abounding also in small and delicious trout. They were once an unbroken lake, but an avalanche from the side of Pitch Off Mt. filled up the centre and formed two ponds. The bare and precipitous peaks of Pitch Off, and the opposed ridges of Long Pond Mt. look down on the narrow and picturesque gorge, until the road emerges on a lofty grassy plateau nearly 2 M. square, called the South Meadows (or "Plains of Abraham"). An imposing

panoramic view of the peaks of Marcy, McIntyre, Slide, and Wallface is now gained in the S.; while on the N. the blanched summit of Whiteface soon starts into sight. The stage now reaches *Scott's* (13 M. from Martin's; 30 M. from Westport), a roadside farm-house (summer boarders), which commands a noble view, and is a good centre for excursions. It is 5 M. to Lake Placid; 9 M. to the Wilmington Pass; 10 M. (S. W.) to the Adirondack Pass (see page 137); and 15 M. (S.) to the summit of Mt. Marcy. From the hill-top over the W. Ausable, about 2 M. beyond Scott's, may be seen the house and farm of John Brown, and the bowlder by which he is buried. The farm is now owned by an association formed by Kate Field.

John Brown, "of Ossawattomie," was born at Torrington, Conn., in the year 1800. He was a Puritan of the straitest sect, "of unflinching courage and intense earnestness." In 1855 he moved to Kansas, and took a prominent part in the struggles between the Free Soil and the Proslavery parties. In Aug., 1856, his command defeated at Ossawattomie a greatly superior force of Missourians. In May, 1859, with a secret convention of Abolitionists in Canada, he formed the daring scheme of invading the State of Virginia and liberating its slaves. On the night of Oct. 16, 1859, he surprised and captured the national arsenal and armory at Harper's Ferry, Va., with about 20 men. But the slaves did not revolt; the Va. militia beleaguered him closely, and the U. S. Marines captured the few survivors of the fearless liberators. Brown's 2 sons were killed by his side, and he himself was wounded in several places. He was soon afterwards tried, convicted, and executed, "meeting death with serene composure."

A short distance beyond Brown's, N. Elba (*Lyon's Inn*) is reached. From this point a fine mt. view is obtained, including (in the N.) Whiteface and Sugar Loaf. * **Lake Placid** is 2 M. N. of the village, and is one of the loveliest resorts in the Adirondacks. Whiteface towers up over the N. E. shores, and is sometimes ascended by this route. On the W. are the dark ridges of Sugar Loaf, and lofty peaks overshadow the E. shores. Three islands in the midst of the waters divide it into the East and West Lakes, and many fish dwell in these pure and crystal depths. The lake is 5 M. long and 1½–2 M. wide, and near its S. end are the new *Stevens House* (75 guests; $8–10 a week) and Allen's Hotel. Nash Lake is very near the houses, and contains about 1 square M.; and Conery Pond is ¾ M. N. Paradox Pond is also near the S. shore, and has an inexplicable tidal flow to and from the lake.

After leaving N. Elba the road traverses a wide and barren plateau for 9 M., when it descends into the Saranac Valley, and, passing Blood's tavern, speedily reaches Martin's Saranac Lake House (page 139), situated at the head of one of the fairest bays of the forest-bound lake. Dozens of the graceful Saranac and Long Lake canoes are seen floating before the hotel; and the stalwart guides and hunters of Long Lake, St. Regis, and the Saranacs await the orders of the sportsman, with oars, rifle, and rods in readiness. Martin's and Paul Smith's hotels are often made the sojourning-place of ladies while their escorts pass on into the more remote forest.

21. The Saranac Lakes. Martin's to Cox's (and Paul Smith's).

Boats and guides may be engaged at Martin's. The hotel guides charge $2.50 a day and their board (the independent guides usually get $3), and if the traveller leaves his guide at a distance from the place where he was engaged, he must pay him wages and expenses for the time necessary for his (the guide's) return to that place. The distance from Martin's to Cox's is nearly 20 M., and the journey is easily made in a day.

Saranac Lake is 6 M. long by 1 – 3 M. wide, and its surface is broken by 52 islands, the largest of which is Eagle Island, ¾ M. long. The rocky headlands and the numerous tree-studded islets make a continuously changing panorama as the light swift boat passes up the lake, while Saranac Mt., on the W., and Ampersand Mt., on the S., loom boldly on the view. Occasional glimpses are obtained of Mt. Marcy and its brother peaks in the distant S. E. At the base of a cliff in Loon Bay, near the head of the lake, is seen the rude guide-board at Jacob's Well, a clear, cold spring of sweet water. Beyond this point a narrow and tortuous stream is entered and ascended for 3 M., passing a lively rapid (6 – 8 ft. fall), which is usually shot by boats descending. **Round Lake** is soon seen in the advance, with Ampersand Mt. on the S. E.

"This little lake is a gem. It is round, as its name imports, some 4 M. in diameter, and surrounded by an amphitheatre of hills, beneath whose shadows it reposes in placid and quiet beauty. On the N. E. Whiteface rears its tall head far above the intervening ranges, while away off in the E. Mt. Marcy and Mt. Seward stand out dim and shadowy against the sky. Nearer are the Keene ranges, ragged and lofty, their bare and rocky summits glistening in the sunlight, while nearer still the hills arise, sometimes with steep and ragged acclivity, and sometimes gently sloping from the shore. . . . . The rugged and sublime, with the placid and beautiful, are magnificently mingled in the surroundings of this little sheet of water." (Hammond.)

Ampersand Mt. may be ascended by a path (cut out by Dr. Ely in 1873) which leads up the slope S. E. from Round Lake (a guide should be obtained from Bartlett's, 2 M. distant). The ascent to the hut on the summit may be made in 3 – 4 hrs. The axis of the mt. extends for 3 M. E. and W., and the slope is steep. A beautiful * view is afforded from the E. peak, embracing Ampersand Pond (whose shape is thought to resemble the character &, whence comes its name), the three Saranac Lakes, Long and Tupper Lakes, the St. Regis and Clear Ponds, and the valley of the Saranac as far as Franklin Falls. On the E. and S. E. are the bold Adirondack peaks, Santanona, McIntyre, Emmons, Seward, and many others. *Ampersand Pond* is a sequestered and beautiful loch S. of the mt. Here, according to tradition, the wizards of the Saranac Indians performed their weird incantations; and here, in later years, adventurous sportsmen have found abundant fares of fish. It is reached by a difficult path of 5 M. from Round Lake, or by a long and arduous journey from Cold Brook (near Lower Saranac Lake).

Crossing Round Lake (dotted with islets, and very turbulent in windy weather), a narrow stream is entered, and *Bartlett's Sportsman's Home* is soon reached (12 M. from Martin's). This hotel accommodates 40 – 50 guests, at $12 a week, and is a favorite place for dining. The river falls 60 ft. here, and the boats and baggage are hauled on carts around the rapids (¼ M.; 50c. a load), and are launched on a deep and sequestered bay of the Upper Saranac.

The ***Upper Saranac Lake** is now entered, and a cluster of rocky islets is threaded. This queenly lake is 8 M. long by 1–3 M. wide, and is often preferred to any of the other Adirondack waters. It has many pretty islands, while the distant mt. views are of great sublimity. After rounding the first point on the E., Gull Bay is left on the r., and several wooded islands are seen on the W. About half-way up the lake the Narrows are passed, where two bold points from the E. and W. shores approach each other. Just above, on the W., is Fish Creek Bay, where a creek affords entrance to Big Square Pond and many other forest-sheets, extending to the Wolf Pond route. About 2 M. farther N. the lake is again narrowed, by Clear Point from the W., and Markham Point from the E. A broad and island-studded expanse is now crossed, and the boat is beached before **Cox's** (*Upper Saranac Lake House;* 100 guests; $2–2.50 a day). This hotel is situated at the head of the lake, and commands a noble * view to the S., embracing all the upper part of the lake, with line after line of stately mts. beyond, among which Marcy, Seward, and Whiteface are conspicuous. The best of fishing is found in the many ponds in the immediate vicinity. There is a telegraph-station here; and a good stage-road runs out to Bloomingdale, 13 M. N. E., with side-roads to Martin's (16 M.) and Paul Smith's (17 M.).

The usual route by water from Cox's to Smith's is preceded by a carry of 4 M., from the Upper Saranac to Big Clear Pond. The boats are hauled across for $1.50 a load, and passengers are carried for 50c. each. The beautiful expanse of *Big Clear Pond* is now crossed for 2 M., with St. Regis Mt. on the N. W., and grand views of the more distant Adirondacks in the E. (the sharp pyramid of Whiteface is very conspicuous). The St. Germain (*Sanjermau*) carry is now crossed (1½ M.; $1.50 a load). The 3 pretty connected lakes of St. Regis, Spitfire, and Lower St. Regis are traversed in about 4 M., and Smith's is reached. The *Route of the 9 carries* passes through 8 ponds between the Upper Saranac and St. Regis Lake, with 9 carries aggregating 2¼ M. of portage.

Paul Smith's, see page 139.

22. The Saranac Lakes to the Tupper Lakes.

Distance to Big Tupper Lake from Martin's, 29 M.; from Paul Smith's, 35 M.; from Cox's, 21 M. These routes are described in Route 21, as far as the foot of the Upper Saranac Lake. Here the *Sweeny Carry* is entered, on the W. shore (2 M. from Corey's), and the boats and baggage are hauled across for $1.50 a load (distance, 3 M.). From the hill over the beginning of the carry is obtained one of the most beautiful views in the lake-country, embracing the Upper Saranac, with its many islands and capes, and a great number of mts., of which Whiteface is chief. The boats are soon launched upon the **Raquette River,** at a point 9 M.

below Stony Creek; and this pretty stream (the *Nihanawate,* "Rapid River," of the Indians) is descended for 11 M. 4 M. from the carry a slight rapid is passed; and 1 M. beyond the boat goes through a narrow cutting in the isthmus of the Great Oxbow, thus saving over 1 M. of the river-passage. After passing a few forest-homes, the broad sheet of ***Tupper Lake** is seen in advance. This lake is 7 M. long by 1–3 M. wide, and is 1,504 ft. above the sea. It has about 40 islands, diversified with lofty trees and steep ledges, and is overlooked by the high ridges of Mt. Morris (on the E.) and Arab Mt. (on the W.). County Island is the largest, and is nearly 1½ M. long; while on Bluff Island (to the N. E.) is the remarkable precipice called the *Devil's Pulpit,* running down sheer into the water at the S. end of the island. *Moody's Hotel* is near the outlet, and *Cronk's* (formerly Graves's) is near the head.

"This is one of the most beautiful sheets of water that the sun ever shone upon, lying alone among the mts., surrounded by old primeval forests, walled in by palisades of rocks, and studded with islands. . . . . The hills rise with a gentle acclivity from the shore; behind them, and afar off, rise rugged mt.-ranges; and farther still, the lofty peaks of the Adirondacks loom up in dim and shadowy outline on the sky. From every point, and in every direction, are views of placid and quiet beauty rarely equalled, — valleys stretching away among the highlands; gaps in the hills through which the sunlight pours long after the shadows of the forest have elsewhere thrown themselves across the lake; islands, some bold and rocky, rising in barren desolation right up from the water; some covered with a dense and thrifty growth of evergreen trees, with a soil matchless in fertility; . . . . beautiful bays, stealing around bold promontories, and hiding away among the old woods." (HAMMOND.)

Potsdam (see Route 25) is sometimes reached from Tupper Lake (in about 60 M.) by descending the Raquette River. This route was very interesting before the back-water from the State dam at Potsdam had killed the trees on the banks. It is 6 M. from the lake to the *Setting Pole Rapids,* whence (passing Fish Hawk Rapids) the picturesque Piercefield Falls are reached in 3 M. Shooting several rapids, at 12 M. from the lake Downey's Landing is reached, 3–4 M. W. of which is Massawepie Lake, with the 5 ponds at the head-waters of the Grass River. The Blue Mt. and Moosehead Stillwaters are now traversed (passing 4 rapids), with Blue Mt. on the E., and Moosehead Mt. on the W. At one point the *Windfall* is passed, where, on Sept. 20, 1845, a tornado cut a clean path through the forest, ½ M. wide and 50 M. in length. The fallen timber was afterwards burned. 10–12 M. below Downey's, *Seavey's Hotel* is reached, whence a poor road leads out to Potsdam in 35 M., passing *Haws' Hotel* (at the mouth of the Jordan River) in 7 M., and *Petsue's Forest House* (at Stark's Falls) in 14 M. The latter house is a rendezvous for guides and boats, and the ascent by water into the wilderness is often begun here. From Petsue's to Potsdam, by the Colton Road, it is 22 M., passing near the Rainbow Falls and the Walled Banks of the Raquette. Stages run (9 M.) between Potsdam and Colton (Empire Exchange), a large lumbering-village.

The Wolf Pond route from Tupper Lake to Cox's (on the Upper Saranac) is about 30 M. long, and has 10 carries (7 M.). It passes by Hoel, Turtle, Long, Floodwood, Rollins, and the Wolf and Raquette Ponds, and is very arduous and tiresome. A great number of minor ponds dot the forest on either side of this route. **Big Wolf Pond** is over 3 M. long, and is reached by a pleasant trip from Tupper Lake (10 M.), passing down the Raquette River 2 M. to the Raquette Pond, a handsome sheet of water nearly 3 M. long. From thence the sinuous Wolf Brook is ascended for 5 M. to Little Wolf Pond, whence a ½ M. carry leads to Big Wolf Pond.

Cranberry Lake (15 M. long; on the Upper Oswegatchie) is sometimes visited by a difficult route about 20 M long (8 M of carries). *Mud Lake* (4 M. around), famous for deer, mosquitoes, and desolation, is 16 M. S. W. of Tupper Lake, by portage (3 M) from Cronk's, and then by Horseshoe Pond and the Bog River lakelets. *Silver Lake* and other ponds about Silver Lake Mt. are visited by the same route. *Pleasant Lake*, near Arab Mt., is 6–7 M. from Tupper Lake, by Bridge Brook Pond. Scores of sequestered ponds, prolific in fish and haunted by deer, are situated in this district.

The Bog River Falls are at the head of Tupper Lake (near a large spring of clear water rising through white sand). **Little Tupper Lake** is 9 M. S. (2½ M. carries), by a route which crosses the pretty Round Pond. This lake is 1,715 ft. above the sea, and is 6 M. long. It has high and rocky shores and numerous islands, and gives fine views of the distant mts. *Pliny Robbins* keeps a forest tavern and supply-store on Sand Point, near the foot of the lake. Little Tupper is but seldom visited, on account of its remoteness, and affords very good sporting and lovely scenery. Smith's Lake, see Route 24.

23. The Saranac Lakes to Raquette Lake.

From Martin's to Bartlett's, 12 M.; to Johnson's, 26 M.; to Kellogg's (Long Lake), 43½ M.; to Cary's (Raquette Lake), 57 M. From Paul Smith's to Cox's, 14 M.; to Johnson's, 34 M.; to Kellogg's, 51½ M.; to Cary's, 65 M. The journey to the lake requires 3 days, if but little baggage is taken. The Long Lake guides (Plumbley, Hough, Cary, Sabbattis, and others), who may be found at Martin's, are familiar with the Raquette waters. Travellers who do not wish to encamp will find primitive accommodations at Bartlett's, Corey's, Johnson's, Davis's, Kellogg's, and Cary's.

The ways from Martin's and Smith's to the foot of Upper Saranac Lake are described in Route 21. At *Corey's* (a well-located hunters' resort) is the Indian Carry, over which the boats are hauled on carriages from the Saranac to the *Stony Creek Ponds*. This vicinity was formerly brightened by the cornfields and wigwams of the Saranac Indians, who had their principal village here. The carry is 1 M. long; boats and baggage, 75c. a load. The boats are now launched on the beautiful little Stony Creek Ponds, of which there are 3, connected by narrow straits, and containing about 3 square M. At the foot of the third pond, the trout-haunted Ampersand Brook enters on the l., near the outlet of Stony Creek. The latter stream (the Indian *Wahpolichaniyan*) is followed through a narrow and exceedingly sinuous course, where the outstretched oars sometimes touch on both banks, and the forest closes in on every side. After traversing this forest alley for 3 M., the **Raquette River** is entered at a point 13 M.

from Long Lake and 20 M. from Tupper Lake. The boat is now turned up stream, and passes through a constantly changing panorama of fine woodland scenery, with the banks lined with water-maples and tall pines. Groups of bowlders and long sand-bars render the navigation interesting and adventurous; and coves and promontories diversify the shores. 6 M. above Stony Creek, *Johnson's* house is reached, at Raquette Falls, around which the boats are hauled (1¼ M.; $1.50 a load). The house is a low quaint building of logs, well joined and carefully plastered. The pancakes served here have been celebrated by Murray and all who came after. The falls are about ⅓ M. from the house; while 1–2 M to the E. are several small ponds which furnish fine trout. 3 M. W. of Johnson's (by a faint trail) is *Folingsby's Pond*, nearly 3 M. long, and noted for its fishing. This pond has been the summer home of Agassiz, Emerson, Lowell, and Hoar. 5 M. beyond Johnson's Carry, on the Raquette, the mouth of Cold River is passed on the l. (boats can ascend its clear waters for 1½–5 M.). 1 M. beyond this point the Raquette widens, and the boat passes into the beautiful * **Long Lake.** On the r. Buck Mt. is seen, with the Blueberry Mts. on the l., and the boat quickly reaches Lower Island, on which is a small inn.

This inn keeps open communication with the Aunt Polly Inn, at Newcomb, 13 M. S. E. (under the same proprietor) by a romantic forest route which leads through Belden, Rich, Lily Pad, Long, and Round Ponds, and *Catlin Lake*. The latter is a sequestered sheet over 3 M. long, with favorite camping-places on its shores. Several other ponds are found in the vicinity of Catlin Lake.

"Long Lake is one of the most beautiful sheets of water I ever floated over, and its frame-work of mts. becomes the glorious picture. I never saw a more beautiful island than Round Island. . . . . It appears to stand between two promontories whose green and rounded points are striving to reach it as they push boldly out into the water, while with its abrupt, high banks, from which go up the lofty pine-trees, it looks like a huge green cylinder sunk there endwise in the waves. I wish I owned that island, — it would be pleasant to be possessor of so much beauty." (Hammond.)

About 1 M. from Lower Island (on the W. shore) is the mouth of a small stream, by ascending which and carrying ½ M. the Anthony Ponds are reached. From Lower Island Mt. Seward is seen in the N. E., and in the S. are the pretty islands off Buck Mt. Point (a favorite camp-ground), known as Camp, Scrag, and Ferris. * *Round Island* is soon seen in advance (about midway of the lake), and 3–4 M. beyond is **Long Lake** village (W. shore). *Kellogg's* inn is located here, and accommodates 40–50 guests ($ 8–10 a week). This little hamlet is an outpost of civilization, and has 3 stores and a Methodist church. In the vicinity dwell the families of Sabbattis, Cary, Plumbley, and other noted guides. Weekly mail-stages leave Long Lake for Minerva, North, Creek, and Pottersville (see pages 134 and 135).

Little Tupper Lake is 10–12 M. W. of Kellogg's, by a much-used but arduous route requiring a day's travel. A carry of 1 M. leads from Smith's (opposite Kellogg's) to Clear Pond, at the N. base of Owl's Head. After crossing the pond

a difficult carry is traversed for 2 M., when a water journey of 4½ M. succeeds (through Mud and the Slim Ponds). A short carry and ½ M. of Stony Pond is followed by a carry of nearly 1 M. to Little Tupper Lake. Grampus Lake is sometimes visited from Mud Pond, or by ascending Big Brook from Long Lake; and the Handsome and Mohegan Ponds are reached from Grampus.

Owl's Head Mt. (2,789 ft. high) is often ascended from the village by rude trails leading up the E. slope (guide necessary). The crystalline and trout-abounding tarn called Owl's Head Pond may be visited from the path. From either of the two peaks of the mt. is afforded a fine lake-view, with Raquette Lake in the S. W. and the Adirondack peaks in the E. Blue Mt. towers conspicuously in the S. E. over its lovely lake. Blue Mt. Lake is about 10 M. from Long Lake village, *via* South Pond.

Soon after leaving Kellogg's the boat passes under a raised section in the floating bridge which here crosses the lake. A few scattered houses are seen on the E., while Owl's Head looms in the W., and at 3½ M. from the village the rapids at the end of Long Lake are reached. A carry of ½ M. and then 1 M. on the Raquette River leads to the * *Buttermilk Falls*, a resounding plunge of the waters over a high and rugged ledge. Trout abound in this place. 1 M. on the river and a carry of 1½ M. leads to **Forked Lake,** which is traversed for 3 M. amid fine forest scenery, with tall pines on the promontories. Niggerhead and the distant West Mts. are seen in advance, while the retrospect shows Blue Mt. and the dark ridge of the Windfall Mts. (near the Chain Lakes).

Plumbley Pond is but 1 M. from this lake, and Little Forked Lake is reached by passing N. through a narrow and sinuous strait. It is 6 M. from the S. shore to the head of Little Forked, whence a difficult route leads to Little Tupper Lake in 12 M. Cary, Sutton, Bottle, and Rock Ponds are traversed, and 4 M. of obstructed carries are found. High Pond (1 M. W.) and Moose Pond (1½ M. N. E.) are visited from the romantic shores of Little Forked.

A carry of ½ M. leads from Forked Lake to * **Raquette Lake,** where a boat-passage of about 2 M. conducts to *Cary's Hotel*, a carpetless and plasterless house out of sight of the lake. The old Crown Point road passes the hotel, and is rarely travelled (distance to Long Lake village, 14 M). Parties sojourning at the lake usually encamp on one of its bold points (generally on Indian, West, or Constable's Point, or Murray Island). Raquette Lake is 12 M. long, with a width of 1–5 M. It is 1,700 feet above the sea, and its waters are of remarkable clearness. The old environing forests, the projecting points and graceful islands, and the mt.-ranges in view combine to heighten the charms of this beautiful lake. Fish and game formerly abounded here, and may still be found in great abundance by skilful sportsmen. It is generally conceded that Raquette is the most beautiful of the Adirondack lakes; but fewer visitors come hither, on account of its remoteness and the poverty of hotel accommodations. After passing up the long and river-like lower end of the lake, a pretty islet is seen off North Point, and West Point opens on the r. The broad Marryatt's Bay is enclosed between West Point and Indian Point. The West Mts. are seen on the r., with North Bay opening back to the Carthage road. Below Indian Point, Eagle Bay stretches away to

the W., bounded by Sand Point on the S.; while Wood's Point makes out boldly from the E. shore, and Blue Mt. is seen beyond. Beyond Murray Island is the spacious South Bay, about which is much of the finest forest scenery on the lake. On Rush Point and the low S. shores the mosquitoes display great numbers and activity.

Little Tupper Lake is visited from Raquette Lake by a difficult route 18 M. long. It starts from the head of North Bay (3 M. from Cary's), over a weary portage of 4 M. Parties who have much baggage should get teams from Cary's, as the portage lies along the Crown Point and Carthage road, which has degenerated into a mere forest trail. The boats are launched on **Beach's Lake,** a beautiful sheet 3½ M. long, with Rock Island near the centre, and the West Mts. on the S. E. Bald Rock and Bear Point are favorite camp-grounds, and Dr. Brandreth's lodges are near the N. shore. Several trout-ponds may be visited from this point, and the salmon-trout fishing in the lake is very fine. The Fulton Lakes may be visited from this point, by way of Big Moose Lake and the Sister Ponds, in 22 M. (nearly 9 M. of carries). From Beach's to *Salmon Lake* is a rugged carry of nearly 2 M.; and after 2 M. on the latter, an arduous carry of 1½ M. is traversed to Rock Pond. A short carry from this point leads to a small stream, which is descended in 3 M. to Little Tupper Lake.

Shallow Lake is reached by an inlet from Marryatt's Bay in 6–7 M., and the Murray Ponds are still more remote. This journey is very arduous, but trout are found in great plenty. The Sargent Ponds (good fishing) are visited by a path (1 M.) leading from the Crown Point road, 3 M. from Cary's. The South Inlet of Raquette Lake may be ascended for 2 M. to the falls, whence a 2 M. carry conducts to Shedd Lake, and a 3 M. carry leads to Mohegan Pond. 2 M. S. E. of Shedd is Fonda Lake; and all these waters are famed for trout. Boonville, on the Black River R. R., is about 54 M. from Raquette Lake, *via* the Fulton Lakes and Arnold's; and Fourth Lake is about 15 M. S. W. (see page 155).

* **Blue Mountain Lake,** probably the most beautiful of the smaller Wilderness lakes, is easily reached in 12 M. (½ M. carry) from Raquette Lake, by passing up Marion River, and through Utowana and Eagle Lakes. *Henry Austin* entertains guests in a forest-house between Blue Mt. and Eagle Lakes (a hotel is projected). Ned Buntline has a lodge on Eagle Lake. A road runs from Blue Mt. Lake to the Adirondack R. R. (see page 135). This lake covers only about 5 square M., but it has exquisite combinations of scenery, formed by the numerous islets on its bosom and the bold mts. which surround its shores. **Blue Mt.** is 3,595 ft. high, and is often ascended by a trail on its W. slope. The summit was cleared of trees during the State survey of 1873, and presents a lovely panorama of lake and mt. scenery.

24. Utica to the St. Lawrence River. Trenton Falls and the John Brown Tract.

By the Utica and Black River R. R. To Trenton Falls in 40 min. (fare, 75c.); to Boonville in 1½ hrs. (fare, $1.20); to Clayton in 5–6 hrs.

Stations: Utica; Marcy, 6 M.; Stittville, 10; Holland Patent, 12; Trenton, 16; Trenton Falls, 17; Prospect, 18; Remsen, 21; E. Steuben, 25; Steuben, 26; Alder Creek, 28; Boonville, 35; Leyden, 38; Port Leyden, 42; Lyons Falls, 45; Glendale, 51; Martinsburg, 54; Lowville, 58; Castorland, 66; Deer River, 70; Carthage, 74 (a branch line diverges N. to Philadelphia, 87; Theresa Junction, 92; Morristown, 123; Clayton, 108); Champion, 76; Great Bend, 81; Felt's Mills, 83; Black River, 85; Watertown, 91.

The train leaves the union station at Utica, and soon crosses the Mohawk River, whose valley it follows for several miles. The town of Marcy, with its villages of Marcy and Stittsville, is traversed, and soon after leaving Holland Patent a stop is made at the station of

* Trenton Falls.

**Moore's Trenton Falls Hotel* ($3.50 a day; $21 a week) is 1 M. from the station and is reached by carriages (50c.). The large house closes Sept. 15, but a smaller hotel near by remains open all the year. Both these houses are painted dark brown, as if in respect to Willis's protest (written here) against "the chalky universes in rural places," with their "unescapable white-paint aggravations of sunshine," — "the mountains of illuminated clapboards," — "our Mont Blanc hotels with their Dover Cliff porticos." The *Perkins House* is an inexpensive hotel near the upper falls (reached from Prospect station, where its carriages await).

John Sherman, grandson of Roger Sherman, graduated at Yale in 1793 and preached to a Congregational church at Mansfield, Conn., until 1805, when he embraced the new liberal doctrines. He then visited Trenton (then called Oldenbarneveldt, in honor of the Grand Pensionary of the Dutch Republic, who was executed for liberalism in 1619) and became pastor of the first Unitarian church in the State of N. Y., — winning wide respect as an author, scholar, and orator. He was wont to spend much time about the then almost inaccessible Trenton Falls, and in 1822 he built a house for visitors (called the "Rural Resort") which was enlarged in 1825. In 1827 he published a long descriptive essay about the Falls, and in 1828 he died and was buried under a monument just N. of the hotel. Mr. Moore came to the Falls in these early days for sight-seeing, and, being injured by falling on the rocks, was so carefully nursed by Miss Sherman that he afterward wedded her and in time became the landlord here. The hotel assumed its present dimensions in 1862, and is fronted by pleasant gardens. 25c. entrance-fee to the Falls is charged to transient visitors.

Trenton Falls are situated on W. Canada (*Kanata,* meaning "dark-brown water") Creek, an affluent of the Mohawk. The Indians gave them the euphonious name of *Kuyahora* ("slanting water"). There are 5 cascades in the series, with a total fall of 200 ft., and the stream flows in the bottom of a romantic ravine which is bordered by walls of Trenton limestone, 70 – 200 ft. high. The attraction of the place is perhaps as much in the "deep down-itude" of this ravine and its crown of primeval forest as in its water-views. The water also is of a singular variety of brown hues, — from amber and topaz on the shallows to a dark umber in the deeper parts, — forming a rich effect when flecked with lines of foam and lighted by the sunshine. The ravine is cut through the Trenton limestone formation of the transition period, which contains trilobites, nautili, and other fossils of interest (geological shop in the village); and the rocks abound with blue harebells, in their season. During low water the ravine is easily traversed along its base, but high floods so fill the gorge that the path on the cliff must be followed. (Tourists who intend to remain several days should buy the pleasant guide-book, "Trenton Falls"; edited by N. P. Willis.)

Entering the primeval forest near the hotel, the edge of the cañon is soon reached, with a pleasant path turning along the cliff to the l. and passing to the High Falls (in high water this path must be taken). A

series of stairways here descends the cliff for 100 ft. to the broad stratum on the verge of the rapids. From this point the Chasm is seen, 750 ft. to the r.; while up the gorge about 600 ft. is seen the Sherman Fall. Passing along "this deep cave open at the top, ... with the sky apparently resting, like a ceiling, upon the leafy architraves," and viewing every variety of water-passion, the path leads under the overhanging cliffs to the rapids and the * **Sherman Fall.** The water here plunges over a wall 33 ft. high, into which it has cut a deep perpendicular channel. Cliffs 150 ft. high tower over the ravine at this point, and a stairway leads up alongside and "in very close quarters with the cataract" to the parapet on the summit level. Going on for about 800 ft. farther the path conducts to the * **High Falls,** where the river first plunges over a long diagonal wall 40 ft. high, then sweeps along a level rock pavement and whitens away down a highly tilted inclined plane with 40 ft. more of descent. In high water, clouds of mist lit by rainbows arise here, enshrouding even the tall hemlocks and cedars on the cliffs above. A dark, quiet basin lies below the Falls, and on the r. is the tall parapet of East Cliff (reached by road in 2½ M. from the hotel, and overlooking the creek and ravine). The best view of the series of Falls is from Carmichael's Point on the r. bank (l. side in ascending). Crossing now broad and level ledges, several stairways are ascended, and the visitor reaches the Rural Retreat, — a small house alongside of and overlooking the High Falls, where refreshments are offered. The veranda affords a pleasant resting-place. There is more breadth to the ravine above this point, and about 600 ft. beyond is the *Mill-Dam Fall*, 14 ft. high and 100 ft. wide. Just above this is a broad stone platform 250 × 1,500 ft., enwalled by cedar-trees growing from the cliffs, and terminated by a precipice 60 ft. high. This great hall of Nature is called the **Alhambra,** and the passionate little cataract above it is the Cascade of the Alhambra. Beyond the cascade a broad amphitheatre is entered, and the path is pursued by quaint stratified forms and musical waters to the romantic gorge through which the stream is cutting its way. The outer pile of these water-worn strata is called the *Rocky Heart,* since it resembles the traditional heart in its outlines. Near this is Jacob's Well, a deep pot-hole worn by the motion of pebbles. Some visitors pass on from this point to Boon's Bridge and the Fifth, or *Prospect, Fall* (3 M. from the hotel), but most would prefer to turn back here, and to walk to the hotel by the path on the cliff, which is gained by ascending from the Rural Retreat. Those who wish to ascend the chasm to Prospect Fall should start in the morning, dine at Prospect, and pass down the ravine in the afternoon. A pleasant road leads to this point in 3 M. by the lovely valley of Cincinnati Creek, in Parker's Hollow. Besides the drives to the fine view-point on East Cliff (2½ M.), and to Prospect Falls, the trout-ponds in the vicinity are well worthy of a visit.

"Most people talk of the *sublimity* of Trenton, but I have haunted it by the week together for its mere loveliness. The river, in the heart of that fearful chasm, is the most varied and beautiful assemblage of the thousand forms and shapes of running water that I know in the world. The soil and the deep-striking roots of the forest terminate far above you, looking like a black rim on the enclosing precipices. The bed of the river and its sky-sustaining walls are of solid rock, and, with the tremendous descent of the stream, — forming for miles one continuous succession of falls and rapids, — the channel is worn into curves and cavities which throw the clear water into forms of inconceivable brilliancy and variety. It is a sort of half twilight below, with here and there a long beam of sunshine reaching down to kiss the lip of an eddy, or form a rainbow over a fall; and the reverberating and changing echoes . . . . maintain a constant and most soothing music, varying at every step with the varying phase of the current. Cascades of from 20 to 30 ft., over which the river flies with a single and hurrying leap (not a drop missing from the glassy and bending sheet), occur frequently as you ascend; and it is from these that the place takes its name." (N. P. Willis.)

1 M. beyond Trenton Falls the train reaches **Prospect** (*Union Hall*), 1½ M. from the village, which is near the Fifth Trenton Fall. Conveyances are furnished here for parties to the S. part of the John Brown Tract. The forest-road runs up the valley of W. Canada Creek, and is tolerable as far as Ohio. *Transparent Lake* (Joe's) is 32 M. from Prospect, by way of Paul's and Wilkinson's. It is 6 M. long, and is famed for its many trout. 3 and 5 M. distant are the N. and S. Lakes (feeders of the Black River Canal), which are also favorite resorts for fishermen. Trails lead N. from N. Lake to the Woodhull and Fulton waters. There is good brook-trout fishing on Twin Lake Stream (18–20 M. N. E. of Prospect). A road runs E., by the hamlet of Morehouseville, to Piseco Lake in 33 M., and to Lake Pleasant in 47 M. Stations, Remsen (*Dawson's Hotel*), in a town more than half whose population is Welsh; Alder Creek; and **Boonville** (*Hulbert House*, $2 a day, $6–10 a week; *American Hotel*), a thriving village of 1,500 inhabitants at the summit level of the Black River Canal, and possessed of a large country trade. This is perhaps the favorite entrance to the Tract. The R. R. fare from N. Y. to Boonville is $6.40.

The **John Brown Tract** embraced 210,000 acres of the North Woods, and was bought (in 1792) by John Brown, a wealthy gentleman of Providence, R. I., who purposed planting large colonies there. He divided it into 8 townships, named Industry, Enterprise, Perseverance, Unanimity, Frugality, Sobriety, Economy, and Regularity; and the historian naively adds, "It has been said that all these social virtues are needed for the settlement of this region." In 1812 his son-in-law, Charles Herreshoff, tried to locate colonies here; but after incurring great expense in making clearings, mills, etc., all was found to be in vain, and in 1819 Herreshoff committed suicide, and the settlement was broken up. The Tract is still unoccupied, save by hunters and lumbermen; and while its scenery is far inferior to the Saranac and Raquette regions, it affords better sport, because it is so little visited. There is but scanty hotel accommodation, and sportsmen usually encamp during their sojourn here.

The Hulbert House furnishes transportation, and many Brown's Tract guides live at Boonville. The first day's travel (by road) usually ends at the *Forge Hotel* (26 M. N. E.), near the First Fulton Lake. Dinner is obtained at Lawrence's, on Moose River, where is located the largest tannery in the State. *Arnold's Tavern* is 24 M. from Boonville, and 2 M. from the Forge Hotel. Nick's Lake, 3 M. by trail from the Forge, is famous for its trout; and farther S. are the prolific spring-

holes on the S. Branch of Moose River. A trail leads to the *Woodhull Lakes* in 9 M. N. of Arnold's are Gibbs Lake and the trout-haunts at the Indian Spring-Hole. The 8 **Fulton Lakes** stretch to the N. E. from near the Forge Hotel, and form a water avenue to the Raquette Lake, 26 M. distant. Their scenery is very attractive, and profitable fishing is found along the line. Ascending Moose River by boat for 2½ M., First Lake (1½ M. long) is entered. The Second and Third Lakes are each 1 M. long, and are connected by short inlets. Near the head of Third Lake is a trail which leads to the top of Bald Mt. in 1 M., and gives a fine view of Brown's Tract. *Fourth Lake* is 6 M. long, and is the largest and most beautiful of the Fulton chain. The shores are elevated and irregular, and several graceful islands dot the waters. Big Moose Lake is 4 M. long, and is 12 M. N. of Fourth Lake (4 M. of carries). The Fifth and Sixth Lakes are but small ponds, low-shored and lily-covered, connected by a ¾ M. carry. The *Seventh Lake* (a favorite camping-ground) and its inlets give 4 M. of level water, followed by a 1 M. carry to Eighth Lake (2 M. long). A rugged carry of 1½ M. now leads to the Brown's Tract Inlet, which affords 4 M. of tortuous navigation to the **Raquette Lake** (see page 151) Numerous ponds and streams sparkle in the forests on either side of this route, and afford resorts for deer and trout. The *Woodhull Lakes* are 26 M. from Boonville, and are sometimes visited by hunting parties by a fair road passing E. by White Lake.

Port Leyden (*Douglass House; Union Hotel*) has large tanneries, saw-mills, and iron-works. The township was early bought by the high sheriff of London, and was settled in 1794–96 by men of Connecticut. Below the village are the rapids on Black River, sweeping through a deep narrow gorge which was formerly known as Hellgate. Sugar River lies to the S., and falls 100 ft. in a gorge whose walls are 100–150 ft. high. Below the falls is a pretty glen filled with evergreens and enwalled with cliffs, in which are deep caverns, beyond which Sugar River disappears under the limestone strata and emerges about 800 ft. distant. Lyonsdale is 4 M. from Port Leyden, and a road leads to Arnold's in 22 M. Lyons Falls (*Walton House*) is at the High Falls on Black River, where the water plunges over a cliff 63 ft. high. 4 M. S. is a factory where spruce and poplar wood is ground into pulp, which is sent to Rome, and is made into paper there. The *Brantingham Lake House* is 8–10 M. N. E. of Lyons Falls, and is situated on the S. shore of a picturesque lake which affords good pickerel and bass fishing. There are 2 islands in the lake, and extensive forests line the shores. Stations, Glendale, Martinsburg (2 inns), and **Lowville** (*Howell's Hotel* and *Lanpher House,* — $2 a day, $6–10 a week, — 2 good hotels in close rivalry). Lowville, the capital of Lewis County, is a pretty village of 2,000 inhabitants, with 6 churches, 2 banks, 2 weekly papers, and a large country trade. It is situated in a hill-environed vale on Black River, and has some fine brick buildings. The Rural Cemetery, W. of the village, has over 1 M. of drives on a wooded plateau overlooking the valley.

There is a valuable sulphur spring (hotel projected) 5 M. N. of Lowville; and 5–6 M. S. W., in Martinsburg, is the *Chimney Point Gulf*, where Martin's Creek has cut a long ravine 200–250 ft. deep through the Utica slate formations. The gorge is narrow and tortuous down to the vicinity of the Chimney, where the creek falls over 100 ft. and enters a wide bowl-shaped glen with precipitous N. and W. sides. "As [the traveller] comes upon its brink suddenly, its wildness strikes him with awe. Opposite, and on the l., are dark, massy, perpendicular rocks;

before him are lofty pines and hemlocks, and far, far below, as it were in the very bowels of the earth, through the openings in the foliage, indistinct glimpses are caught of the foaming rivulet, while the roar of the waterfall and the grandeur of the surrounding landscape add an interest to the scene rarely experienced."

From Lowville is the usual entrance to the N. part of Brown's Tract, — the Number 4 and Stillwater districts. A tolerable road leads by Smith's Landing and Crystal Lake to the commodious *Fenton House* (18 M.) in township No. 4, and fronting on Beaver Lake, which is a renowned deer-haunt. The Francis, Crooked, Sand, and Sunday Lakes, and other trout-resorts, are in this vicinity; and 3 – 4 M. N. W. is the beautiful scenery around Eagle Falls. It is 28 M. from No. 4 to Smith's Lake. The rugged remains of the old military road from Crown Point to Carthage may be followed (by wagons) for 11 M. E. from No. 4 to Stillwater (*Wardwell's tavern*). The forest is studded on every side with ponds which afford good fishing. The Wolf Ponds and Red Horse Chain are on the N.; and Big Moose Lake lies to the S. E. 12 – 14 M. N. E. is *Albany Lake*, which is over 5 M. long, and is a favorite sporting-ground on account of the deer and trout which are found there. 2 – 3 M. N. of Albany is **Smith's Lake**, the finest in the Tract. It is about 3 M. in diameter, and abounds in speckled and salmon trout. The scenery is very attractive, — its most prominent feature being Smith's Rock, a far-viewing cliff on the W. shore, — while many islands dot the surface of the waters. Little Tupper Lake is but 6 M. E. of Smith's Lake (by Charley Pond). By a line of ponds and carries, Beach's Lake is reached (14 – 15 M. S.), from which a carry of 4 M. leads to Raquette Lake (see page 151).

Croghan (*Nortz Hotel*) is a French village 10 M. N. E. of Lowville (daily stage). 4 M. from this place is the old Prussian settlement of Naumburgh, with its 2 churches, and 4 M. N. E. is the hamlet of Belfort, whence a road runs 9 M. N. E. to the famous fishing-grounds on the S. branch of the Oswegatchie. 8 M. N. W. of Lowville is *Copenhagen* (Washington Hotel), within 1 M. of which are the High Falls, where Deer River descends 166 ft. in a deep gorge of the Trenton limestone. 2 M. below are the King's Falls (a descent of 40 ft.), so named because they were much admired by Joseph Bonaparte, ex-king of Spain, etc.

Carthage (*Lewis House; Adams*) is reached by the railroad 16 M. N. of Lowville. It is an important manufacturing village on Black River, and is the W. terminus of the old State Road, which leads to Crown Point in 133 M. Much of this road has been re-won by the forest, but the section from Carthage to Stillwater (35 M.) is kept in tolerable repair. The Oswegatchie fishing-grounds are reached by way of Harrisville (inn), which is 20 M. N. E., and 3 M. from Lake Bonaparte.

Joseph Bonaparte, brother of the great Napoleon, Count de Survilliers, ex-king of Spain, Naples, and the Sicilies, was in France during a season of terrible battles and national apprehension. He met Le Ray de Chaumont, who then owned and was colonizing large sections of Northern New York, and said to him, "Here I live in the street, with several ambulances loaded with gold and jewels. Take these treasures, and give me part of your American forests." Le Ray objected on account of the Prince's ignorance of the character of the wild woodlands; but

Bonaparte answered, "I will take your word for that; the gold may be stolen from me in an hour." He came to his wild domain in 1829, and built a roomy house (with one section bullet-proof) at the *Natural Bridge*, where the Indian River flows for several rods under the level strata of limestone, forming a cavern where large stalactites are found.

"Here he forgot La Granja's glades, Escurial's dark and gloomy dome, And sweet Sorrento's deathless shades, In his far-off secluded home."

He was accustomed to entertain his many guests by fishing and hunting parties, and for them he built a small house on * **Lake Bonaparte,** which covers 1,200 acres. The lake "has several wild rocky islands within it, and is environed by bold rocky shores, alternating with wooded swamps and intervales, presenting altogether one of the most picturesque and quiet woodland scenes which the great forest affords." At Harrisville the Polish Prince Sulkowski spent several years of exile, but in 1856 was restored to his hereditary honors and returned home. A road leads N. E. from Harrisville by Pitcairn to the wide forest-town of Fine, near Cranberry Lake. A railroad is projected from Carthage to Harrisville. There are many Swiss colonists in this vicinity.

The railroad runs W. 28 M. from Carthage down the Black River Valley (crossing Route 25 at *Watertown*) to **Sackett's Harbor** (the *Earl House* and *Porter House* are summer hotels; *Grafton House*). This is one of the finest harbors on the lakes, and is spoken of as a terminus for the Hoosac Tunnel route to Boston. The Madison Barracks are here, and are generally kept garrisoned.

Sackett's Harbor was the chief naval station on the lakes during the War of 1812, and millions of dollars were spent here for public works. In July, 1812, it was attacked by a British fleet of 5 frigates (82 cannon), but after a long bombardment the assailants were driven off with heavy loss. One shot from the shore batteries killed and wounded 32 men on the *Royal George*. In Sept., 1812, Com. Chauncey sailed from the harbor with 10 vessels (64 guns), but was soon forced back by Com. Sir James Yeo, with a superior force. For 2 years war-vessels were built here, while the British were fully as active at Kingston. The fleet which had the most guns would sweep Lake Ontario until the opposing fleet received a new vessel, when it would flee to port and commence building. In May, 1813, Sir James Yeo attacked Sackett's Harbor with 1,000 soldiers, 6 frigates, and 96 cannon. A panic ensued among the militia, and in the flight $500,000 worth of supplies and a frigate were burnt. 2 war-vessels ran up Black River and were saved. The Albany volunteers and the regulars retired slowly before the enemy until they reached the barracks, where a firm stand was made. Meanwhile Fort Tompkins was firing steadily, and small parties of the routed militia were gathering on the British flanks. Sir George Prevost commanded a retreat, and embarked his troops after a loss of 261 men (American loss, 131). In 1814 the place was secured by Forts Tompkins, Pike, Virginia, and Kentucky (with 84 guns), and by fortified barracks for 4,500 men. The garrison was composed of 6,000 N. Y. militia. Gens. Pike and Covington and several other officers who fell in battle were buried here (in unmarked graves). In Aug., 1814, Com. Chauncey sailed hence with the *Superior*, 62, *Mohawk*, 42, *Pike*, 28, *Madison*, *Jefferson*, and *Jones*, each 22, and the *Sylph* and *Oneida*, each 16 guns. With this powerful fleet he thought that the question of naval supremacy was settled, and blockaded Sir James Yeo at Kingston. A month later, Yeo finished the *St. Lawrence*, an immense 112-gun ship, with a crew of 1,000 men, and Chauncey fled to Sackett's Harbor, where he was immediately blockaded. He commenced the building of 2 mammoth frigates, the *New Orleans* and the *Chippewa*, of 120 guns each, and would soon have regained the mastery of the lake, but the war closed before his leviathans were launched, and the costly fleets were rendered useless, and were sold for commercial purposes. The *Chippewa* was taken to pieces, but the *New Orleans* still remains on the stocks, and has been housed over. On Sandy Creek, S. of the Harbor, a British boat expedition was attacked by 150 regulars under 2 Georgian officers, and lost 68 killed and wounded, 170 prisoners, and 7 guns.

After leaving Carthage the main line passes 13 M. N. through the forest to *Philadelphia*, where it crosses Route 25. 7 M. beyond this point the train reaches *Theresa* (Getman House), at the High Falls of the Indian River. From Theresa Junction the line has been prolonged to Morristown, on the St. Lawrence River, opposite Brockville. The train now crosses the towns of Orleans and Clayton, and stops at *Clayton* (Hubbard House), on the St. Lawrence, whence steamboats run to **Alexandria Bay** (see Route 28) on the arrival of trains.

25. Rome to Ogdensburg and Alexandria Bay.

By the Rome, Watertown and Ogdensburg R. R. from the city of Rome (see Route 26). Three express-trains run daily (in summer). This is the usual route to Alexandria Bay, 25 hrs. from New York (fare from N. Y. to Cape Vincent, $8.20), and drawing-room cars run as far as Cape Vincent, where the river-steamers are taken (3 hrs. to Alexandria Bay). Tickets and information may be obtained at 413 Broadway, N. Y., and the Grand Central Depot. *Fares* from Rome to Richland, $1.30; Oswego, $2; Watertown, $2.20; Cape Vincent, $2.90; Richville, $3.45; Ogdensburg, $4.30; Potsdam, $4.25.

Stations: Rome; Taberg, 11 M.; McConnelsville, 13; Camden, 18; W. Camden, 23; Williamstown, 28; Kasoag, 31; Albion, 37; Richland, 42 (branch line to Pulaski, 46; Sand Hill, 50; Mexico, 55; New Haven, 60; Scriba, 64; Oswego, 71); Sandy Creek, 47; Mannsville, 52; Pierrepont Manor, 54; Adams, 59; Adams Centre, 62; Watertown, 72 (branch to Brownville, 75; Limerick, 79; Chaumont, 85; 3 M. Bay, 88; Rosiere, 92; Cape Vincent, 96); Sanford's Corners, 78; Evans' Mills, 83; Philadelphia, 90; Antwerp, 96; Keene's, 101; Gouverneur, 108; Richville, 116; De Kalb Junc., 123 (branch to Canton, 131; Potsdam, 142; Potsdam Junction, 148); Rensselaer Falls, 130; Heuvelton, 135; Ogdensburg, 142.

The line runs N. W. from Rome across the upper part of Oneida Co. Stations: Taberg, near the ravines on Fall Creek; McConnelsville; Camden (Whitney House), a manufacturing village; W. Camden, Williamstown, Kasoag, Albion, and Richland (Mellen's Hotel), which is near the Richland Trout Ponds, where boats and tackle are furnished to fishermen upon payment of a round fee.

A branch road diverges from Richland to Oswego, 29 M. S. W. Stations: *Pulaski* (Gray's Hotel), a semi-capital of Oswego Co., with 2,000 inhabitants; *Mexico* (Empire House), a flourishing village which is called "the Mother of Counties," because at its settlement (in 1792) it included a greater part of 4 counties; *New Haven* (village 1 M. S. W. of station); and *Scriba*. This district is noted for its large crops of apples, and borders on the lake. Beyond Scriba the line passes out on the shore of Lake Ontario, sweeps around close under the ramparts of Fort Ontario, and stops at Oswego (see Route 32).

5 M. beyond Richland the main line meets the Syracuse Div., R. W. & O. R. R., which runs S. to Syracuse in 44 M. The wealthy farming town of Ellisburgh is now traversed. *Adams* (Cooper House) is a village of 1,800 inhabitants, with 4 churches and the Hungerford Collegiate Institute. From *Adams Centre* (Merchants' Hotel) daily stages run to Belleville (5 M. S. W.) and Henderson (9 M. W., near Lake Ontario). **Watertown** (* *Woodruff House; American; Kirby*) is a prosperous city of 9,336 inhabitants, with large factories on the rapids of Black River. The business part of the city is on the spacious square near the station, which is

surrounded by substantial brick blocks. In the centre are two parked lawns and an elegant bronze fountain. A large retail trade is done by the shops in the two glass-roofed arcades near the square. Washington St. is a broad rural avenue which is lined with villas. There are 10 churches, 10 banks, and 1 daily and 3 weekly papers. The Brookside Cemetery is 2½ M. S. of Watertown, and the new Calvary Cemetery, 2 M. distant, is favorably situated in a broad bend of the Black River. There are extensive caverns in the limestone formation under the city. Watertown was founded in 1800, and is the capital of Jefferson County.

The Sackett's Harbor Branch of the Utica & Black River R. R. crosses the present route at Watertown. A branch of the R., W., & O. R. R. runs thence N. W. 24 M. to Cape Vincent. After passing the stations Brownville and Limerick, the branch line approaches Chaumont Bay, on which are the stations of Chaumont (*Union Hotel*) and 3 M. Point. This capacious bay affords large and lucrative seine-fisheries, lake-herring and white-fish being very abundant. The bay is nearly landlocked, and on its shores are several ship-yards. It was named in honor of Le Ray de Chaumont, a French gentleman who owned extensive tracts in N. N. Y. The limestone quarries in this town are of great value, and have furnished material for many of the public works along the lake. **Cape Vincent** (*St. Lawrence Hotel*) is an active commercial port, with grain-elevators, wharves, and a lighthouse. It was settled in 1809 in a favorable location near the efflux of the St. Lawrence from Lake Ontario. The Vermont Central propellers stop here, and a line of ferry-boats runs to Kingston, Canada. A fine steamer leaves Cape Vincent (in summer) on the arrival of the trains at 9.35 A. M. and 4.55 P. M., and, after touching at Clayton, reaches Alexandria Bay at noon and at 7.45 P. M.

The main line runs N. E. from Watertown across the wilderness town of Le Ray (2 stations), crosses Route 24 at Philadelphia, and passes Antwerp (Proctor House), a village on Indian River, near several large iron-mines. Rossie (with valuable iron and lead mines) is next crossed, and the train stops at *Gouverneur* (Central Hotel; Van Buren House), on the Oswegatchie River. This tract belonged to Gouverneur Morris, and was settled in 1805. The Wesleyan Seminary is located here, and the Riverside Cemetery, opposite the village, has pleasant grounds. The North Woods are sometimes entered from this station, by a road which leads by Fullersville and Edwards to Fine, 25 M. E. Cranberry Lake is 11 M. from Fine, by boating up the Oswegatchie River. Cranberry Lake to the Tupper Lakes, see page 149. Passing Richfield station, the train stops at *De Kalb Junction.*

A railroad 26 M. long was built from E. De Kalb to the Clifton Iron Mines, toward Cranberry Lake. It is now disused. Daily stages run

from the junction to *Clarksboro'* (Clifton Hotel), 24 M. S. E.; 12 M. beyond which (poor road) is Cranberry Lake, a sheet 15 M. long, whose low shores have been flooded until the trees have died. Boats and guides may be obtained at the dam, 10 M. from Clarksboro', and the surrounding forests abound in haunts of trout and deer (but are deficient in scenery).

The main line passes on from De Kalb to **Canton** (*Bridges' Hotel*), the capital of St. Lawrence County, with factories on the water-power afforded by Grass River. Canton is the seat of *St. Lawrence University*, a modern institution of the Universalist Church, with 70–80 students and a handsome library building. Station, **Potsdam** (*American House*), a large factory village on the Raquette River, where the State Normal School is located. Potsdam to the Wilderness, see page 148. At Potsdam Junction the line intersects the Lake Champlain R. R. (Route 14). A branch R. R. runs N. W. from De Kalb Junction, near the Oswegatchie River, to Ogdensburg (see Route 28).

26. New York to Utica, Rochester, and Niagara Falls.

By the N. Y. Central and Hudson River R. R., which is a consolidation in one trunk-line of several smaller railroads. "From the time it leaves New York until it reaches Buffalo or Suspension Bridge, it traverses the garden of N. Y. State, rich in agricultural and industrial resources, and teeming with a large population." The road and its equipment cost $63,300,000; and immense amounts are now being expended in laying a quadruple track throughout the whole line, to accommodate the Western freight. Wagner's drawing-room and sleeping-cars are attached to the fast trains, and the road is laid with steel rails. New York to Poughkeepsie, 4 hrs.; to Albany, 5½ hrs.; to Utica, 8½ hrs.; to Rochester, 14 hrs.; to Buffalo, 17 hrs.; to Niagara Falls, 17 hrs.

Fares. — New York to Poughkeepsie, $1.46; to Albany, $3.10; Fort Plain, $4.28; Utica, $5; Syracuse, $6.06; Auburn, $6.58; Rochester, $7.68; Batavia, $8.30; Buffalo, $9.25; Niagara Falls, $9.25. Also to Burlington, Vt., $8.65; Montpelier, $10.30; Montreal, $12.05; Lake Luzerne, N. Y., $5.15; Cooperstown, $6.15; Boonville, $6.40; Cape Vincent, $8.80; Oswego, $7.25; Clifton Springs, $7.34. To Toronto, Ont., $12.25; Cleveland, $14.25; Detroit, $16.25; Cincinnati, $20; Chicago, $22; Milwaukee, $25; St. Louis, $27; St. Paul, $37.25; Memphis, $38.25; Vicksburg, $47; Mobile, $45; New Orleans, $50; Omaha, $39.50; Salt Lake City, $119.50; San Francisco, $139.50; Portland, Or., $175.50.

Stations. — N. Y. to Albany, see page 62. From N. Y. to Albany, 142 M.; Schenectady, 159; Hoffman, 168; Amsterdam, 175; Tribes' Hill, 180½; Fonda, 185½; Yost's, 191; Sprakers, 194; Palatine Bridge, 197; Fort Plain, 200; St. Johnsville, 206; Little Falls, 215½; Herkimer, 223; Ilion, 225; Frankfort, 227; Utica, 237; Whitesboro', 240½; Oriskany, 243½; Rome, 251; Verona, 259½; Oneida, 264; Canastota, 269; Canaseraga, 273; Chittenango, 275; Kirkville, 279; Manlius, 282; Syracuse, 289½; (*Old Road*) Camillus, 298; Marcellus, 300; Skaneateles, 307; Sennett, 310; Auburn, 315; Cayuga, 326; Seneca Falls, 331; Waterloo, 334; Geneva, 341; Phelps, 349; Clifton Springs, 353; Shortsville, 357½; Canandaigua, 363½; Farmington, 369½; Fisher's, 377; Pittsford, 384; Rochester, 392; Memphis, 302; Jordan, 307; Weedsport, 311; Port Byron, 314½; Savannah, 322; Clyde, 328; Lyons, 335; Newark, 340; Palmyra, 348½; Macedon, 353; Fairport, 360½; Rochester, 370½; Chili, 381; Churchville, 385; Bergen, 388; Byron, 395; Batavia, 402½; Crofts, 408½; Corfu, 414; Crittenden, 419; Wende, 422; Grimesville, 428; Forks, 431; Buffalo, 440; Niagara, 449; Cleveland, 622; Cincinnati, 880; Chicago, 979; St. Louis, 1,265; Salt Lake City, 2,537; San Francisco, 3,378.

New York to Albany, see Route 8.

Passing out through the streets of Albany, the train soon reaches *W. Albany*, with its extensive cattle-yards, and with car and machine shops employing nearly 1,300 men. The line now approaches the Mohawk, and in 17 M. from Albany reaches **Schenectady** (*Given's Hotel; Carley's*), a city of 11,026 inhabitants, situated on a broad intervale near the river. It has 14 churches, 2 daily papers, and 2 banks; iron-works which have made 90 iron bridges for the Central R. R., and others which make 75 locomotives yearly. At the head of a hillside square on the E. is an arsenal of the State, near the pretentious Methodist Church. In the W. part of the city is the quaint old St. George's Church and an elegant Gothic church, while the old college buildings are near the river. On the E. is the Vale Cemetery, with a monument to 57 Revolutionary soldiers amid large pine groves. **Union University** is situated on the heights over the city, and has 2 large buildings with long wings, between which is the costly and ornate * Library building, of stone, with Scotch granite columns, and forming a polygonal figure. The collections of apparatus and specimens are large, and include the Wheatley Collection of minerals and shells; and the library is of great value. A school of civil engineering and analytical chemistry is attached to the University.

Schenectady was assaulted at midnight, Feb. 8, 1691, by 250 Frenchmen and Indians. 63 persons were massacred, and 27 were led into captivity; while the town and church were given to the flames. Union College was founded in 1795 by a *union* of several religious sects, and is richly endowed. Eliphalet Nott was its president from 1804 until 1866.

Leaving Schenectady, the University is seen on the r., and the line crosses the Erie Canal and Mohawk River on a long iron bridge, and traverses those alluvial plains of Glenville which were called *Maalwyck* and *Woestina* by the ancient Dutch colonists. On the l. is the fruitful Bouwland, and Hoffman's Ferry is approached by the Touareune Hills. The ferry was established by Hermanus Vedder in 1790. Glenville was settled by the Dutch in 1665, and was on the manor of Sander Leendertse Glen. Passing the villages of Van Vechten and Cranesville, the train reaches **Amsterdam** (*Arnold House*), a prosperous factory village of 5,426 inhabitants, situated in a fertile farming country at the outlet of Chuctenunda ("twin-sisters") Creek. On the broad Mohawk intervales are plantations of broom-corn, which flourishes in the deep alluvial loam; and the hill-country is devoted to pasturage, dairy products being an important source of revenue. Daily stages run from Amsterdam to Northville (24 M. N.), connecting with stages for Lake Pleasant (Wednesday and Saturday).

Tribes' Hill is a rural hamlet 6 M. W. of Amsterdam, and derives its name from a mound where the Indians were accustomed to hold their councils. This district was held by the valiant Mohawks, who were conciliated by the settlers, and being hostile to the French on account of Champlain's raid in 1609, they

formed valuable auxiliaries in the early campaigns to the N. Between 1643 and 1648 the Jesuits labored among them, and fearlessly followed to martyrdom their consecrated leader. Father Jogues, the discoverer of Lake St. Sacrement. In 1671 they led their proselytes to Canada, where the Mohawk dialect is still preserved at Caughnawaga. The heathen who remained strengthened the tribal "castles," and shielded the Anglo-Dutch colonies from French attacks. Several raids from Montreal swept over the valley, and were repaid by a movement of the whole Mohawk nation upon that city, in which it was laid in ruins, and hundreds of Frenchmen were massacred. In 1692 the French harried the valley with strong forces, and destroyed the Indian castles, carrying back 300 captive warriors. In 1711 Fort Hunter was built near Tribes' Hill, and Queen Anne's Chapel was soon afterward erected, and was furnished with a communion service by Queen Anne. It stood near the castle of Osscunenon, and was fortified with artillery in the Revolution. About 1710 large numbers of immigrants from the German Palatinate settled here, and mingled with the Holland men. In 1735 Admiral Sir Peter Warren acquired a broad estate in this region, and sent his young nephew, Wm. Johnson, as his agent. In 1740 he built a large and well-fortified stone mansion between Tribes' Hill and Amsterdam, and lived in great state and elegance. He learned the Mohawk language, and frequently adopted their dress, and soon acquired an almost boundless influence over them. He commanded the army which defeated Dieskau at the Battle of Lake George, and was made a baronet for that achievement. In 1758 he led his red warriors in Abercrombie's army, and from Mt. Defiance watched the disastrous attack on Ticonderoga. He died suddenly in 1774, and it is now supposed that he committed suicide to avoid making the awful decision to whom his allegiance was due, — his king or his country. His sons-in-law and heirs joined the royalists, and left their mansions (near Amsterdam; Guy Park is still standing), leading bands of Mohawks and Tories to the British army. These lords of the valley made frequent forays through the settlements, with their Indians and the regiment called "Johnson's Greens," but their lieutenants were badly defeated at the siege of Rome (Fort Stanwix). The Mohawk region was utterly devastated by these fierce raids, and its inhabitants were scattered. In 1780 Sir John Johnson led 500 men against Tribes' Hill, and committed great devastations; but in a second raid (in 1781) the militia gathered with promptitude and de eated the Tory forces. The broad feudal domains of the Johnsons were confiscated by Congress, and the valley was occupied by men of New England.

Station, **Fonda** (*Fonda Hotel*), the capital of Montgomery County, pleasantly situated on the Mohawk, and occupying the site of the ancient Indian village where the Jesuits were massacred. It was settled by the Dutch, and named in honor of Douw Fonda, and was twice destroyed by Sir John Johnson's marauders.

A railway runs N. from Fonda 26 M. to Northville, passing through *Johnstown*, a populous village in the Cayadutta Valley, and the capital of Fulton County. ¾ M. N. W. of the village is Johnson Hall, the mansion erected by Sir Wm. Johnson in 1761, and where he ruled in baronial state until his self-inflicted death in 1774. His son, Sir John, armed his Scotch tenantry against the colonies, but was taken prisoner and paroled. The head-quarters of royalism in N. Y. was at Johnson Hall until a national force advanced against it (1776), when the loyal knight and his retainers fled through the wilderness to Canada. The last of his daring attacks was made in order to recover the family plate, which had been buried at the Hall. In 1781 a sharp action was fought here between 600 Tories and the American militia. The British government repaid Johnson for his sequestrated estates by a grant of $300,000 and a general's commission. Sir William lived 40 years in these forests, and had over 100 children. His grave is near the Johnstown Episcopal Church. **Gloversville** is 4 M. N. of Johnstown, and has 6,200 inhabitants, with 7 churches and 2 weekly papers. It is famous for its glove manufactories, and it is claimed that more heavy gloves and mittens are made hereabouts than in the remainder of the U. S. The buckskins were formerly brought from the N. Wilderness, but are now imported from remote States.

Lake Pleasant is 46 M. N. of Gloversville (railroad to Northville, whence

stages run to the Lake, 29 M., on Wednesdays and Saturdays). The road passes (l.) the Mayfield Mts. and ascends the Sacandaga Valley, with tall mts. on either side, the country being thinly populated and rugged. At Pickleville the valley is left, and the road crosses the ridges to *Sageville* (Lake Pleasant Hotel, on heights overlooking the lake and village), the capital of Hamilton County, a rocky and sterile region, without railroad or newspaper, and with but 2,960 inhabitants on 1,745 square M. of area. Sageville is pleasantly located on an eminence between Lake Pleasant and Round Lake, which here closely approach each other. Lake Pleasant is 4 M. long and 1 M. wide, and is bordered by high hills. Guides from the hotels conduct to the best fishing and hunting grounds. The *Sturgis House* is a large summer hotel, 4 M. N. E. of Sageville, and near the outlet of the lake. Round Lake is just N. of Sageville, and is 1¼ M. wide, with numerous capes and islands. Hamilton, Little Long, Ox Bow, and other lakes are near Sageville. 16 M. N. by road is Lewey Lake, containing 2 square M. and 1,711 ft. high, with the noble Snowy Mt. near its shores rising to a height of 3,859 ft. The Raquette Lake region is visited from Sageville by Jessup's River, Indian and Blue Mt. Lakes (57 M. ; 33 M. by water). **Piseco Lake** is 8 M. S. W. of Sageville (by a road leading along Ox Bow Lake). It is 6¼ × 1½ M., and has bold and picturesque shores, especially near the outlet. The Sacandaga River and Gerundegut Bay afford good trouting. At the head of the lake is the deserted hamlet of Piseco. Numerous lakes stud the broad forests on every side, and rugged and primitive scenery is everywhere found.

The **Garoga Lakes** and their connected waters form the reservoirs of the Mohawk, and are reached by plank road from Fonda (18 M.). The chief of these sequestered lakes are the Stink, Canada, Trout, and Green Lakes ; and the forest taverns are much frequented by sportsmen in pursuit of the game and fish which here abound. Pine Lake is 4 M. long, and is surrounded by tall pine groves. The E. Garoga Lake is 3 M. long, and is situated amid rugged scenery.

Beyond Fonda the main line passes Yost's and the canal-village of Yatesville, and then approaches the high hills called The Noses, near which is Mitchell's Cave, with several rooms hung with stalactites. Stations, Spraker's, and Palatine Bridge, with a bridge crossing the Mohawk to *Canajoharie* (Kirby House), a pleasant village on the S. bank. This district was settled by Palatine Germans in 1713, and was ravaged by the Tories during the Revolution.

After Butler's raid on Fort Plain in 1780, when 53 houses were destroyed and 76 persons were killed or captured, he was attacked by the garrison of Stone Arabia (a hamlet N. E. of Palatine Bridge). At the close of a sharp action in which the assailants were annihilated, Sir John Johnson led the Tories in retreat, and repelled the militia of the valley in a skirmish in St. Johnsville. The militia had made a forced march of 50 M., and were commanded by Gen. Van Rensselaer, but, becoming confused during a night attack on Johnson, they were withdrawn and the Tories escaped. Sharon Springs is 12 M. S. of Palatine Bridge and is reached by a daily stage, passing through the rural villages of Canajoharie.

Station, **Fort Plain** (*Union Hall*), a large village over which is seen (r.) the Fort Plain Seminary. During an attack upon this village in 1780 (the garrison being absent) the women dressed themselves in male attire, and manned the walls so effectually that the enemy withdrew in alarm. 3 M. from Fort Plain is the ancient Lutheran Church, which was endowed by the Nellis family in 1770. 4 M. S., on a narrow peninsula, are fortifications of the ancient mound-builders; and the hill ½ M. N. W. of the village was the site of Fort Plain, a government post which was erected

by a French engineer and was the strongest fort in the valley. Station, *St. Johnsville*, named from the ancient Church of St. John, the site of the Revolutionary Forts House and Hill. Near this place, after the battle of Stone Arabia, the Tories repulsed the valley militia under Van Rensselaer. East Creek is near the mouth of E. Canada Creek, which is crossed by an iron bridge 200 ft. long. The train now passes along the Manheim intervales, with the Danube hills across the river. At Indian Castle (l.) Sir Wm. Johnson built a mission church in 1768; and the celebrated Mohawk chiefs Brant and King Hendrick, and the American General Herkimer (mortally wounded at Oriskany) resided in Danube. Herkimer's (Erghemar) mansion, built of imported brick in 1763, is still standing. **Little Falls** (*Benton House; Hinchman's*) is a busy manufacturing village situated in the narrow gorge of the Mohawk. Its houses are built on the steep declivities to the N.; and the margin of the falling river is lined with factories. The river here breaks through a ridge 5–600 ft. high, which is thought to have been the E. shore of a great lake reaching to Ontario until various erosive agencies cut through the barrier and drained the basin by an outlet through the Mohawk Valley. Little Falls is the market-town of Herkimer County, famous for its rich cheese, and in 1868–69, 213,707 cheeses, weighing 6,873 tons, were shipped from this point. Monday is the market-day, when farmers from the fertile pasturage-lands of Herkimer throng the streets. The river falls 45 ft. in ½ M., affording a fine water-power; and the bold rocky hills tower on either side and are pierced with many small caverns. Richfield Springs is 12 M. S. W. of Little Falls. Station, *Herkimer*, a prominent point for the shipment of cheese and the capital of Herkimer County (settled by the Palatinates in 1722). Near the Court House, on the point of Stone Ridge, stood Fort Dayton, a prominent frontier post during the troublous days of the Revolution. A bridge crosses the river to the village of Mohawk, whence horse-cars run to Ilion. 2 M. from Herkimer the train stops at *Ilion*, a place of 3,876 inhabitants, with 4 churches, a bank, and 2 weekly papers. The village is S. of the river, and its reason for being is the Remington rifle-factory, with long ranges of buildings, where 1,000 men are employed. The capacity of the works is 800 rifles and many small-arms daily; and several remote and warlike nations have drawn their armaments from this peaceful village.

Over 700,000 breech-loading rifles have been made here, including 50,000 for the U. S., 60,000 for Egypt, 10,000 for Rome, 3,000 for Japan, 42,000 for Denmark, 30,000 for Sweden, and 75,000 for Spain. During 7 months of the Franco-Prussian War, the works ran night and day, and made 155,000 rifles for France. Costa Rica and several S. American Republics have drawn their armaments from Ilion. Large quantities of agricultural implements are made here; also sewing-machines and cotton-gins. The village society was made lively during the winter of 1873–74 by the residence here of several officers of the Spanish Republic, who were superintending the preparation of armaments to be used against Carlos and Cartagena.

Beyond Frankfort (whence 850,000 pounds of cheese are sent yearly) the train crosses the Mohawk River on an iron bridge, and enters the city of

Utica.

Hotels. — * Butterfield House, $3-4 a day, Genesee St. ; Baggs' Hotel, near the station ; American ; Dudley, $2. Horse-cars run from the station out on Genesee St. to New Hartford ; to the Lunatic Asylum and Whitesboro' ; on Deerfield St ; and on Bleecker St. Railroads to the St. Lawrence River ; to Clinton and Norwich ; and to Binghamton (95 M. S. W.). The favorite excursions from Utica are to Trenton Falls (see page 153), 17 M. N. ; and to the Richfield Springs, 34 M. S.

UTICA is nearly in the centre of N. Y. State, and is situated on a broad plain S. of the Mohawk River. It has about 33,000 inhabitants, with 34 churches, 7 banks, 2 daily and several weekly papers. There are 17 public schools, with 4,500 pupils. The Welsh population has 4 churches, an Eisteddfod, a weekly paper (*Y Drych*) and the magazine *Y Cyfaill o'r Hen Wlad ;* and there are 6 German churches, with 3 schools and 12 fraternities. The city water-works cost $400,000; and the fire department has 10 companies. Utica derives its importance from being the market for rich and extensive rural districts, from which several railroads converge on this point. Here also the Erie Canal is met by the Chenango Canal, which runs S. 97 M. through the Oriskany and Chenango Valleys to Binghamton (and is being extended to meet the Penn. canal system at Athens). It was built in 1833-37 at a cost of $2,782,124, and has 116 rubble-stone locks, overcoming an ascent of 706 ft. and a subsequent descent of 303 ft. Genesee St. is the main thoroughfare of Utica. It runs from the R. R. station across the canal and by several neat churches, then passes long lines of villas and is prolonged into the open country. The City Hall is on Genesee St. and is a spacious building of cream-colored brick, partly owned by the U. S. The Academy of the Assumption is on John St. ; and the old and well-known Utica Female Academy is on Genesee St. (corner of Washington). The *State Lunatic Asylum* is a large and imposing building situated on a farm of 130 acres in the W. of the city. It was opened in 1843, and has always occupied a high rank among the institutions devoted to the care of the insane.

The rise of Utica is of recent date, and it occupies the site of Fort Schuyler (built in 1756). The convergence here of highways, railroads, and canals has greatly facilitated its progress, and large and lucrative manufactures have been located in the city. There are many workers in iron, brass, silver, marble, stained glass, cotton, and woollen ; with manufactories also of shoes, cigars, carriages, telegraphic instruments, organs, and head-lights.

The line now proceeds N. W. through that fertile valley which forms the lowest of the passes through the great Appalachian chain of mts., and which was formerly a favorite Indian trail to the lakes. Passing the sta-

tions of Whitesboro' and Oriskany, in 14 M. from Utica the train enters the city of

Rome.

(*Stanwix Hall*, $3 a day; *American.*) The population is 11,000, and it has somewhat of the cosmopolitan character of its majestic Italian namesake, since of its 14 churches 2 are Welsh, 2 German, and 1 Irish. Large rolling-mills and R. R. shops are located here; and a prosperous country trade is carried on. 3 weekly papers are published, of which *The Roman Citizen* is the most prominent. The eastern Rome was the capital of the civilized world; the western Rome is a semi-capital of Oneida County, and, in default of the armaments of the imperial legions, has a small U. S. arsenal. The Erie Canal was commenced in 1817 at this point, and 20 years later the Black River Canal was made from Rome to Lyons' Falls, connecting with navigable waters to the N. It ascends from Rome to the summit by 70 locks (693 ft. rise), whence it descends 386 ft. in 36 locks. The canal is 35 M. long, and cost $3,225,000. The Romans expect a future golden age from the convergence on their city of the N. Y. Central R. R., the Rome, Watertown, and Ogdensburg R. R. (Route 25), and the Rome Division of the N. Y. & O. Midland R. R.

The Indian portage called *Deowainsta* was on the site of Rome, and was an important strategic point in the colonial days. A level "carry" of 1½ M. here separated the navigable waters of the Mohawk (flowing into the Hudson) and Wood Creek (flowing into Lake Ontario). At an early date 5 colonial forts were erected in this vicinity, and in 1756 Fort Bull was taken by M. de Lery with a Franco-Indian force of 362 men, from Ogdensburgh. A large amount of stores was destroyed, and 60 men of the garrison were put to the sword. In 1756, after the French had taken Oswego, this whole district was abandoned, but in 1758 a powerful work called **Fort Stanwix** (costing $300,000) was built on the site of Rome. It was evacuated after the Conquest of Canada, and was reoccupied by the 3d N. Y. regiment (700 men) in April, 1777. Later in the year it was beleaguered by a detachment of 1,709 men from Burgoyne's army, under St. Leger and the Indian chief Brant. The militia of the county gathered quickly, and were being led to the relief of the fort when they were ambuscaded near Oriskany, and were hemmed in by overpowering forces. The militia formed a hollow circle and fought desperately for 6 hours, losing their chief, Gen. Herkimer, and 160 men, but finally repelling the enemy. During this action, a sortie from the fort had swept through the hostile camps with fatal effect. St. Leger now began a formal siege of the American works, and his parallels were within 150 yards of the ramparts when tidings came that strong relief parties under Arnold were hurrying up the Mohawk Valley. The British army broke up in flight, leaving tents, baggage, artillery, and hospitals behind.

The line runs S. W. from Rome, and passes Green's Corners and Verona. E. of the latter station are *Verona Springs* (water-cure hotel), whose waters contain 720 grains of muriate of soda in each gallon, and are saturated with sulphuretted hydrogen gas, resembling the English Harrowgate Springs. To the S., in the town of Vernon, lives the remnant of the ancient Indian nation of the Oneidas, the former owners of all this land for many leagues. Station, **Oneida** (*Eagle Hotel; National*), a village with nearly 4,000 inhabitants, at the crossing of the N. Y. and Oswego

Midland R. R. (see Route 32). The line now runs parallel with Oneida Lake, but 6–8 M. S. of it. Station, *Canastota*, celebrated for its manufactory of astronomical and philosophical instruments. The Cazenovia and Canastota R. R. runs S. W. by Perryville and Chittenango Falls to Cazenovia (15 M.), where it intersects the Syracuse and Chenango Valley R. R. Passing Canaseraga station (2 M. N. of the village), the train reaches **Chittenango** (* *White Sulphur Springs Hotel*), situated in the narrow valley of the outlet of the Cazenovia Lake. This village is celebrated for its magnesia and sulphur springs, which are held to be efficacious in diseases of the skin, liver, and stomach. The waters are charged with sulphuretted hydrogen, and resemble the Fauquier White Sulphur Springs in Virginia. They flow from a ledge of rocks 1 M. S. of the village, and the vicinity is attractively adorned. Chittenango is not a fashionable resort, but is visited annually by many invalids, who use the medicinal waters with great benefit. Besides the hotels, there are several cottages for summer residents, near the waters. The once famous Yates Spring is now but little used. From a hill in this vicinity is obtained a pleasing view of the Oneida and Cazenovia Lakes, and the intervening country, and 2–3 M. above the springs the Chittenango Creek falls 136 ft. perpendicularly over a limestone cliff. At Perryville, 2–3 M. E. of the springs, the Canaseraga Creek has a waterfall 130 ft. high.

Stations, *Kirkville*, and *Manlius*, a pleasant village near the once favorite Elk Horn Springs (1 M. N.; sulphuretted hydrogen). Other mineral waters are found here, and on Limestone Creek (to the S.) is a waterfall 100 ft. high. Near Manlius are the *Green Lakes*, of which Lake Sodom is the chief, and is ¾ M. across and 156 ft. deep. "The bottom is a grass-green slate; the sides white shell marl; and the brim black vegetable mould; the waters perfectly limpid. The whole appears to the eye like a rich porcelain bowl, filled with limpid nectar. But to the taste it is the Harrowgate water. The waters contain much sulphate of lime and sulphuretted hydrogen gas." (PROF. SILLIMAN.) These singular pools are in deep chasms in the limestone, and waterless fissures in the vicinity retain ice until far into the summer. The Deep Spring is a subterranean stream E. of Manlius. Valuable quarries of lime and gypsum are worked in this town.

Syracuse.

Hotels. — *Globe Hotel, near the R. R. track, $3.50; Vanderbilt House; Empire; St. Charles.

Reading-Rooms. — Central Library, High School building; Franklin Institute; Y. M. C. A., 13 S. Salina St.; Catholic Young Men's Assoc., 9 Larned Building. *Post-Office* in Bastable Block, E. Genesee St. *Amusements* at the Opera House, E. Genesee St.

Horse-Cars to Oakwood Cemetery (2 M.), Onondaga Hollow (4 M.), Geddes (2 M.), and Brighton Corner, on Salina, Fayette, James, Green, E. Genesee, and Lodi Sts. *Stages* to Cicero, Euclid, Pompey Hill, Central Square, Navarino, and Cardiff.

Railroads.—The Syracuse Northern, to Sandy Creek (and Ogdensburg) to Oran and Tunnel; to Binghamton, 80 M.; to Oswego, 35 M. (see Route 35).

Syracuse, the "Central City," is situated on level ground S. of Onondaga Lake, and is midway between Albany and Buffalo. It has 54,122 inhabitants, 9 banks, 3 daily papers, 40 churches, and 2 convents (Franciscan and St. Anthony's); and is the seat of large and varied manufactures, deriving also much importance from being a focus of R. R. lines. It has several fine halls, and, from its central position, has become well known as the gathering-place of political and religious conventions. The streets are broad and level, and generally cross each other at right angles; while the heights in the S. E. are being adorned with villas and rural streets, and the surrounding country is rich and fertile. The public schools have 150 teachers, and 7,738 pupils. The Court House of Onondaga County is near the centre of the city, and is a handsome structure of local limestone. On a hill 1 M. N. E. is the Penitentiary, with accommodations for nearly 900 convicts; and other charitable and correctional departments occupy large buildings in the vicinity. The 3 Orphan Asylums, the State Asylum for Idiots (on a hill in Geddes), and the High School are fine buildings; so is also the City Hall, on Washington St. St. Vincent's Asylum is a striking edifice (on Madison St.), and the business blocks of Bastable, Granger, Larned, and Ritchie are locally much esteemed. The * **Syracuse University** is situated on the heights to the S., and has a new and costly building. The University was founded in 1870, is under the Methodist Church, and has ample endowments. The Hall of Languages was completed in 1873, and other buildings are to be erected on the 50 acres of the campus. There are 18 professorships and 108 students. Connected with the University is a College of the Arts, divided into the two schools of architecture and painting, where 4 years are devoted to æsthetics, the modern languages, and the theory, practice, and history of art (15 professors). The view from the Hall of Languages embraces the city and its suburbs and the long Onondaga Lake. Near this point, and seen from all parts of the valley, is *Renwick Castle*, an imposing mansion in mediæval castellated architecture, and surrounded by fine trees, over which its gray towers are seen.

The **Salt Springs** are N. W. of Syracuse, near the shores of Onondaga Lake, and have been used for centuries. The State took control of them in 1797, since which time about 230,000,000 bushels of salt have been made. 35 gallons of water yield 1 bushel. There are 24 wells (150–417 ft. deep), employing 5,000 laborers, equipped with over 40,000 solar vats (covering 730 acres) and 15–20,000 kettles. 200,000 tons of coal are used annually, and 8–9,000,000 bushels of salt are made, yielding the State (from a tax of 1c. a gallon) a net revenue of $30–40,000. It is thought that the brine comes from vast subterranean deposits of rock-salt. The solar vats are 16 by 18 ft., very shallow, arranged in groups of 3, protected by covers in rainy weather, and each yields 50 bushels during the season. The product of these springs for the last 80 years would make 4 pyramids, each as large as the great pyramid of Egypt. The processes of evaporation and the solar works are worthy of inspection (horse-cars from Genesee St.).

Onondaga Lake is 6 M. long, 1¼ M. wide, and 361 ft. above the sea. It is the remnant of a vast basin, and on its shores are found samphire and other marine plants. Small steamers ply between Syracuse and Phœnix, on the Oswego River. In this vicinity were the council centres and chief villages of the Onondaga Indians, a large tribe of the Six Nations, or Iroquois Confederacy. While the Mohawks and Senecas were the most warlike of the tribes, the Onondagas were the conservators and guardians of the religious rites and shrines, and were the Levites of the Confederacy. The Jesuits failed in several attempts to found missions here, and English colonization only began after 1780.

Near Liverpool, on the E. shore, was the chief tribal fortress, consisting of 4 bastioned lines of palisades, 30 ft. high, provided with inner galleries and water-pipes to put out fires. Oct. 10, 1615, this stronghold was attacked by Champlain, with all the warriors of the Huron nation. He had a movable tower built and advanced to the palisades by 200 men, while the musketeers cleared the walls. The Hurons then dashed in with firebrands, but were repulsed disastrously, and the palisades were flooded with water. Showers of arrows were shot from the fortress walls; and after a pell-mell fight, which lasted 3 hrs., amid a horrible din, the dauntless Onondagas finally overcame the Franco-Huron invaders, and drove them into a rapid retreat. The fort was taken by the Count de Frontenac in 1696. In 1668 colonies of Frenchmen and Spaniards settled in this vicinity (near Pompey); but the Onondagas, Oneidas, and Cayugas united their forces, and fell upon the Europeans on All Saints' Day, 1659. The unfortunate Latins were utterly exterminated. It is held that Spaniards visited this locality shortly after the year 1500; and a sepulchral stone has been exhumed at Pompey Hill, bearing Christian emblems, a Latin inscription, and the date 1520. Some distinguished antiquarians advance the theory that De Soto, the discoverer of the Mississippi, visited Onondaga about the year 1540; that this was his "silver-bottomed lake" (glittering with crystals of salt); and that the land of *Saquechama*, where he experienced such intense cold, was the Susquehanna region of Central New York.

The semi-civilized tribe of the Onondagas is now located on a reservation about 6 M. S. of Syracuse, and numbers about 400 souls. Late in 1873 a sharp dissension arose among them about the chieftaincy of the tribe. The squaws favored one candidate, and an Oneida chief installed another, whereupon the contested honor was referred to the grand council of the Six Nations.

The ancient highway from Albany to Buffalo followed the course of the present villa-lined W. Genesee St. In 1805 the first house was built on the site of Syracuse, although settlements had been made at Salina about 1787. The Indians sold out in 1788, but settlement was delayed on account of the unhealthy climate, which, however, became salubrious when the forests were removed. When the Erie Canal was finished to this point (1825) there were 300 inhabitants in Syracuse; in 1855 there were 25,107; and in 1872 there were 54,122.

From Syracuse to Rochester the N. Y. Central R. R. has 2 lines, — the "New Route," following the course of the Erie Canal, and reaching Rochester in 81 M.; and the "Old Route," bending S. through the lake country, and traversing 102 M. between the cities. The through trains pass over the former line; the Old Route is described in Route 29.

The train passes N. W. from Syracuse across the town of Geddes, and the salt-works and Onondaga Lake are seen on the r. Stations, Memphis, and Jordan, a factory and canal village S. of Cross Lake. At *Weedsport* the line crosses the Southern Central R. R. Station, *Port Byron* (1 M. N. of the village), beyond which the train traverses the Montezuma Marshes and crosses the Seneca River near the Great Bend. On the l. are 1,900 acres of marsh, producing long coarse grass, and giving name to the town and station of Savannah. Near the populous village of Clyde the train passes extensive plantations of peppermint. Thousands of acres in Wayne County are given to this crop, and ⅓ of the mint used in the U. S.

ROCHESTER
1 City Hall C. 4.
2 City Hospital A. 5.
3 Post Office D. 4.
4 Powers Building C. 4.
5 Opera House D. 4.
6 Corinthian Hall D. 4.
7 Arsenal E. 5.
8 High School C. 4.
9 Jail D. 5.
10 Christian Brothers School B. 2.
11 Orphan Asylum B. 3.
12 Erie Aqueduct D. 4.
13 Vincent St. Bridge B. 1.
14 Upper Falls C.D. 2.
15 University H. 3.
16 Washington Square K. 5.
17 Tower " A. 2.
18 Franklin " E. 2.
19 Wadsworth " E. 5.
20 University Park H. 3.
21 Falls Field C. 2.
CHURCHES.
22. Plymouth Cong. C. 5
23. First Baptist C. 4
24. Third Pres. E. 4
25. St. Mary E. 5
26. Lutheran E. 3
27. Christ F. 4
HOTELS.
28. Osborn House D. 4
29. Brackett C. 3
30. Wenzel C. 4
31. Whitcomb's D.E. 4
32. Clinton C.D. 4
33. Wood's C. 4
34. Reed's C. 3
35. N.Y. Central Station C. 5
36. Erie Railway D. 5
BUFFALO
ERIE CANAL
GENESEE
MAIN ST.
EAST AV.
ALEXANDER
GOODMAN
PARK AV.
COURT
EXCHANGE
BROADWAY
STATE
ALLEN
WEST AV.
CLIFFORD AV.
DAVIS
PARSONS
GORHAM ST.
HAMM ST.
A
B
C
D
E
F
G
H
1
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7

is raised here. The second and third years' crops are cut and distilled, yielding 20 – 25 pounds of oil to the acre ($2 – 5 a pound). 50c. a pound is charged for distilling the oil, which is sent to market in 1-pound bottles. The line now follows the Erie Canal to **Lyons** (*Congress Hall*), the capital of Wayne County, and a neat and pleasant village. It has 3,350 inhabitants, 7 churches, 2 weekly papers, 3 banks, several factories, and 20 peppermint distilleries. From Lyons there were shipped, in 1870, 100,000 pounds of peppermint oil, 75,000 bbls. of apples, 600,000 pounds of tobacco, 3,000 bbls. of cider, and 3,000 baskets of cherries, besides large quantities of grain. Wayne is also probably the foremost county in the Union in the production of dried fruits, for whose manipulation ingenious machinery is used. The Court House is a fine stone building with a large dome and an Ionic portico. Pilgrim Port, 2 M. N. E. of Lyons, has been occupied successively by the Shakers, the Mormons, and the Oneida Communists. The train next enters Arcadia (township), and stops at Newark, a village where 2,248 inhabitants support 11 churches of as many different sects. At this point the Central R. R. crosses the Sodus Point and Southern R. R., which extends 34 M. from Gorham (on the N. Central R. R.) to Lake Ontario.

Near **Palmyra,** Joe Smith claimed to have found the golden plates of the Mormon Bible buried in a hillside, while under the guidance of angels. He formed a new religious sect, and led his proselytes to Nauvoo, Ill., where he amassed great wealth, and arrogated to himself the title of "President of the Church of the Latter Day Saints." After many lawless acts he was confined in the county prison at Carthage, where (in 1844) he was killed by the citizens. In 1847 Brigham Young led the Mormons across the trackless Western plains, and founded Salt Lake City, in Utah Territory. The sect is still on the increase, and has converted the district S. of Salt Lake into a rich agricultural land. Spiritualism (or spiritism) also dates its origin from the ancient domain of the sacerdotal and superstitious Onondagas; and its first "rap" was heard by the Fox family, March 31, 1849, at Hydesville, 7 M. from Palmyra. The austere and sanctimonious Christian sect called the Free Methodists hold their camp-meetings near Palmyra.

After leaving Palmyra the line runs parallel with the Erie Canal, passes the busy little factory-villages of Macedon, Fairport, and Brighton, crosses the Genesee River, and enters the city of

Rochester.

Hotels. — *Osburn House, $4 a day, Main St.; Brackett Hotel, Congress Hall, Reed's, — all near the R. R. station; Clinton House, Exchange St.; Whitcomb House, corner Main and Clinton Sts.; Wood's; Waverley.

Amusements at the Opera House, St. Paul St., near the Osburn House; and at Corinthian Hall. *Reading-Rooms* at the Athenæum, W. Main St. *Post-Office* in the Arcade, W. Main St.

Horse-Cars on Main, W. Main, Alexander, Monroe, St. Paul, Clinton, Exchange, and State Sts., to the University, Mt. Hope Cemetery, St. Mary's Hospital, Lake Avenue, and Brighton. *Omnibuses* from corner State and W. Main Sts. to city line at East Ave. half-hourly; to the toll-gate, 8 times daily; from the Arcade to N. St. Paul St.; from S. St. Paul St. to South Ave. *Stages* daily to Greece, Penfield, Webster, and Ontario; tri-weekly to Scottsville, Henrietta, and Rush; semi-weekly to Honeoye Falls.

Railroads. — Rochester Div. Erie Railway, to Corning, 95 M.; Charlotte Branch, N. Y. Central R. R. to Charlotte, 7 M.; N. Y. Central R. R. to Suspension Bridge, and to Buffalo; also the Old and New Routes to Syracuse. *Steamers* from Charlotte to the ports on Lake Ontario.

ROCHESTER is a handsome modern city, favorably situated on both sides of the Genesee River at the falls, and 7 M. from Lake Ontario. It has 62,386 inhabitants (in 1870), with an assessed valuation of $14,067,275 ($\frac{1}{3}$ of its real valuation). There are 56 churches (8 German, 1 French, 10 Cath., 8 Pres., 8 Meth., 7 Epis.); 19 schools, with 10,585 pupils; and 9 Catholic schools and 3 convents, with 2,770 pupils. There are 6 banks, 5 daily papers (2 German), 7 weeklies, and 3 monthlies. The manufactures are extensive and various; and Rochester claims pre-eminence among the cities of the world for its flour-mills and its nursery trade. Along the immense water-power of the Genesee Falls are placed 30 flour-mills, with an annual capacity of 1,000,000 barrels, and from this great product Rochester takes the name of the "Flour City." The immense * nurseries in this vicinity (the largest of which contains 1,000 acres) are well worthy of a visit (in the spring or fall), since here may be seen the finest landscape gardening, with broad masses of brilliant flowers, ornamental grasses, and skilfully trimmed shrubbery. These tracts of fragrant splendor are diversified with groves of fruit-trees (attractive in autumn) and hot-houses containing thousands of tropical and exotic flowers. Fruits, plants, and young trees to the value of $2,500,000 are annually shipped from these nurseries (reached by South Ave.). The long street which is known in different parts of its course as Main, W. Main, and West Ave. crosses the Genesee at right angles in the centre of the city, and is the chief business thoroughfare.

The ***Powers Buildings,** corner of W. Main and State Sts., are the finest used for commercial purposes between N. Y. and Chicago, and merit a visit. They form a tubular block with about 175 ft. length of fronts, and 7 stories high, with marble stairways and large elevators. The centre is of Ohio stone, the wings of plate glass and iron; the partitions and floors are of brick and iron, and the whole mass rests on a ledge of rock. The building contains 8,000,000 brick, 4,000 tons of iron, 65,000 square ft. of marble, and 12,000 loads of sand (in mortar). There are 1,000 tenants. In the upper halls is a large collection of American paintings, — Views on the Hudson, Juniata, and Pleasure Bay, Haymaking Scene, *Northcote;* Sylvan Lake, Views on the Farmington, Connecticut, Deerfield, and Blackwater Rivers, Long Branch, Cayuga Lake, and Mt. Tom (Mass.), *Longworthy;* Morning on Hudson, Mt. Washington, Fishkill, and the Yo Semite Cañon, *Hanson;* Views on the Hudson, St. John's, and Allegheny Rivers, *Lagarde;* Tupper's Lake, Shrewsbury River, *Bowers;* Scene at Raritan, Morn at Shetucket, *Bertrand;* the Rainy Lake, Delaware River, Old Mill on Lehigh, Sunset on Huron, *Martinaw;* Blue Ridge, Lake Sparta, Delaware Water Gap, *Krippendorf;* the Passaic, Cherry Valley, *Hohenhausen;* Twilight on Ossipee, *Howard;* Scene in Michigan, Sunset in Rocky Mts., Albany and the Hudson, Evening on Champlain, *Siedoll;* Wachusett Mt., *Bonnington;* Lake George, *Bradly;* Horses, *Verboeckhoven;* several landscapes by *Denakas*, etc. Scores of large steel engravings are also found here. Near the head of the grand stairway are 2 large and valuable paintings by *Hubner*, of Düsseldorf, — the Expulsion from Eden, and the Betrayal at Gethsemane; also the Massacre of the Innocents, *Seyendecker* (Paris); and inferior copies of Cole's Voyage of Life. Over the building is a tower 175 ft. high (always open to visitors;

small fee), whence a pleasant * view is gained, embracing the whole city, the rich suburban towns, the nurseries of W. Brighton in the S., and in the N. the Genesee River, Charlotte, the broad expanse of Lake Ontario, and (on clear days) the Canadian coast beyond. One of the chief stations of the Weather Bureau of the U. S. War Dep't is located in this building.

Near the Powers Buildings is the Arcade, and nearly opposite is the *Court House* of Monroe County, with a tall Ionic portico. Back of this is the new City Hall, a plain, dignified, and commodious stone building; and the ornate and costly High School is in the same vicinity. The *Athenæum* is at present in the Court House, and has a library of over 20,000 volumes. The *University of Rochester* has new stone buildings fronting across a verdant campus on University Ave. The Ward Cabinet is said to contain the best geological collections in the U. S. The main hall is a massive sandstone building for lecture-halls; near which a costly Library hall has been erected (12,000 volumes in library). The University was founded by the Baptists in 1846, and has 8 professorships and about 150 students. The Rochester Theological Seminary (Baptist) has about 70 students, with a rich library (15,000 volumes), including 4,600 volumes which formed the library of Neander, the German church-historian. Among the professors are Drs. A. H. Strong, Buckland, and Schaffer. On West Ave. is *St. Mary's Hospital*, an imposing stone building 250 ft. long, with accommodations for 800 patients (under the care of the Sisters of Charity). The 3 Catholic asylums shelter 260 orphans; and the Sisters of Notre Dame teach 1,300 children. The City Hospital (West Ave.; 125 patients) and the Penitentiary (S. of the city; 250 inmates) have spacious buildings. On a hill 1 M. N. of the centre of the city and near the river is the *Western House of Refuge*, with extensive buildings situated on a farm of 42 acres, enclosed by high walls and stockades. It accommodates 500 boys, and was founded by the State in 1849 for the reformation of youthful criminals. The Erie Canal, after passing the Irondequoit Valley on lofty embankments, enters Rochester and crosses the Genesee River on an aqueduct of cut stone which cost $600,000. It then meets the Genesee Valley Canal, which runs S. W. 125 M. (with branches) to Pennsylvania, ascending 978 ft. by 97 locks, and built at a cost of nearly $8,000,000.

The suburban streets of Rochester are adorned with pleasant villas and gardens, and help to confirm the local belief that this is the most beautiful city in N. Y. State. Near the S. line (horse-cars to the gate) is * **Mount Hope Cemetery**, whose groves and hills and shady promenades form a resort of famed attractiveness. The ornamental gateway opens upon a broad circular lawn, near which is the chapel. On a hill to the l. is the Observatory tower, commanding the finest * view in this vicinity. The Penitentiary and Insane Asylum are seen near at hand, with the elegant mansion of the late Judge Warner; while the eye follows the Genesee

River from the blue hills far in the S. to the broad sheet of Lake Ontario in the N. Rochester and its S. and W. suburbs are also overlooked. The cemetery contains 217 acres, and 22,226 burials have taken place here. The great Ellwanger & Barry nursery is close by (on the N. E.).

The **Genesee Falls** are within the city, and are interesting in an industrial point of view. The river falls 226 ft. in 3 M., and has 3 cataracts. The upper fall is 96 ft. high, and is best seen by descending the r. bank below and walking up the ledge by the water-side. Much of its water is taken away in races for the use of the mills on the l. bank, and the Falls present a fine appearance only at high water. Over these cliffs of Niagara limestone, Sam Patch, the daring gymnast, made his fatal leap into the waters below. From this point the river flows through a deep gorge bordered by cliffs (and spanned by the Vincent Place Bridge, a triumph of engineering) to the middle falls, $1\frac{3}{4}$ M. below. This cataract is best seen from the l. bank, and is reached by the horse-cars on State St. and Lake Ave. The middle fall is 25 ft. high; and a short distance below are the lower falls, where the river descends over a ledge of Medina sandstone 84 feet high. The lower falls are not improved, being in a deep ravine, and are much more picturesque than those above. The geological theory is that the river once fell over cliffs higher than those of Niagara; but by attrition carried on through ages on strata of unequal resisting powers, it has worn its way back through the long Rochester gorge, and formed a succession of smaller cascades. The immense water-power of the upper falls gives Rochester its importance as a manufacturing city. In 1872 there were $60,000,000 worth of merchandise exported from Rochester, and $20,000,000 worth of manufactured goods were made. It is said that more of the citizens here own their homes than is the case in any other American city of equal size.

The first settler came to this site in 1790, but there was no village for many years. In 1812 the city was laid out and founded by Nathaniel Rochester; and its growth began after the close of the War of 1812, and the completion of the Erie Canal. Of the present population (62,386) 7,730 are Germans, 6,078 Irish, 2,653 Canadians, 2,530 English, 510 Hollanders, 475 French, 440 Swiss, 428 Scotch, 71 Poles, 673 from Massachusetts, and 590 from Connecticut.

Charlotte (pronounced *Sha-lott'*) is the port of Rochester, and is situated on Lake Ontario, at the mouth of the Genesee. It is 7 M. from the city, and is reached by a branch R. R., or by steamer (in summer; 25c.) down the river, — a pleasant excursion. The lake-steamers touch here; and the village has 2 elevators and a blast-furnace. Along the W. shore are the long bayous of Greece, and on the E. is the deep and narrow Irondequoit Bay. Daily steamers cross Lake Ontario (70 M.) to Toronto (see Route 28). The beach extending W. from Charlotte is much visited in summer, and has a large hotel and numerous cottages.

Rochester to Buffalo.

The train passes out to the W., and runs by the small village stations of Chili, Churchville, Bergen, and Byron. 32 M. from Rochester it reaches **Batavia** (*St. James Hotel*), the capital of Genesee County, a rich farming district which originally belonged to Massachusetts, and afterwards passed into the possession of Robert Morris and the Holland Land Co. The Company opened roads, and disposed of their lands on liberal terms, until the county became well populated and prosperous. Batavia was the central seat of the Holland Company, and was founded in 1800. It has a lucrative trade with the rich "Genesee Country" which surrounds it, and has 3,890 inhabitants, with 6 churches, 3 banks, 3 newspapers, 2 Catholic asylums, and 2 seminaries. The Court House is a large stone building, and the State has an arsenal here. The *N. Y. Institution for the Blind* is ½ M. N. of the village, and has new and spacious buildings which were erected at a cost of $244,000. A railroad runs S. from Batavia to Attica.

In 1826, William Morgan of Batavia, having been initiated into the order of Freemasons, began the preparation of a book disclosing the secrets thereof. After several attempts at intimidation had failed, Morgan was arrested on a trumped-up suit, and was carried by stage to Canandaigua, and there imprisoned. On his release, as he left the jail, he was seized, gagged, and hurried away in a close carriage. He was nevermore seen or heard of by his family and people, and it was supposed that the Masons put him to death because of his treachery to the order. An intense excitement spread over the Republic, and antimasonic societies were formed on every side, with the avowed purpose of crushing the order. The struggle lasted for 6 years, and became a great national question; but though thousands seceded from the fraternity, it suffered no permanent check. The printing-office was guarded by the Batavians with artillery, and in due time the book of the exposure appeared.

After leaving Batavia the train passes the stations of Crafts and Pembroke. It then traverses Erie County, and beyond the stations of Alden, Wende, Town Line, Lancaster, and Forks, it enters the city of **Buffalo** (see Route 33, *ad finem*).

Rochester to Niagara Falls (77 M.).

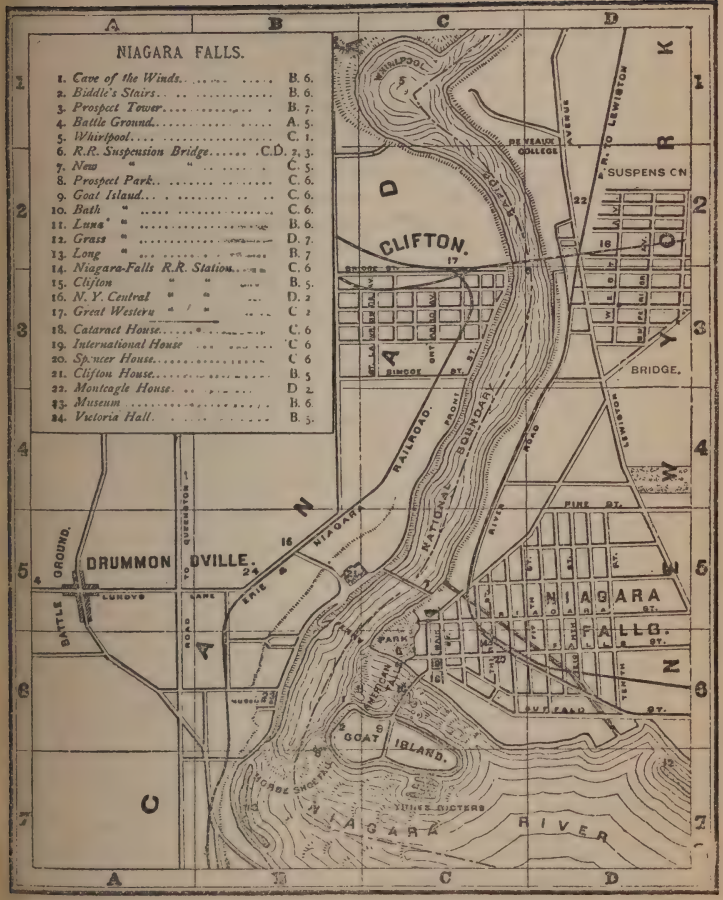
Leaving the Rochester station the train runs W. across the city, passes the extensive freight-depot, crosses the Erie Canal, and traverses the fruitful plains of Gates. The chief stations are; — Spencerport (amid wheat-lands), Adams Basin (a canal-village), and *Brockport*. The latter village has 3,000 inhabitants, and is the seat of a State Normal School, a fine building of red Medina sandstone, 300 ft. long and 3 - 4 stories high, in a park of 6 acres. Crossing the ravine of Sandy Creek, the train reaches Holley, near which are several salt springs. **Albion** (*Harrington House*) is the capital of Orleans County, and has 3,322 inhabitants, 6 churches, 2 weekly papers, 2 banks, and 3 large academies. The Court House has a dome 110 ft. high, and the jail is solidly built of Medina

sandstone. A costly monument is to be erected in this village in memory of the soldiers of Orleans who fell in the Secession War. The Tonawanda Swamp begins about 5 M. S. of Albion; and the lake ridge, about 3 M. N., is 165 ft. above the lake, and marks its ancient shore-line. It is many leagues in length, and is 100 – 300 ft. wide at the top, along which runs the old highway and the route of the projected Lake Ontario Shore R. R. Stations, Knowlesville, and Medina (3,000 inhabitants), where there are extensive quarries of dark red sandstone, which is used for building and flagging. Beyond Shelby Centre, and 3 – 4 M. S. W. of Medina, is a great ancient fortress, with ditches and embankments surrounding 3 acres of land. Trees 400 years old grow upon the ramparts, and many gigantic human skeletons, with weapons and earthenware, have been found piled in trenches near the fort, seeming to indicate a great battle in prehistoric America.

The *Oak Orchard Acid Springs* are 6 M. S. of Medina. There are 9 springs of different properties within a circuit of 800 ft., and the water is exported in large quantities for medicinal uses. They issue from singular mounds 3 – 4 ft. high, and the chief chemical constituents are the sulphates of lime, alumina, and magnesia, and proto-sulphate of iron. This water is remarkable as containing in each gallon 83 grains of free sulphuric acid, and must be diluted when taken internally. It is very efficacious in curing skin diseases and ulcers. There is a similar spring in Persia, and there are 2 in New Granada. *Batavia* is 12 M. S. E. of the Springs.

The *Tonawanda Reservation* is about 6 M. S. of the Springs, and includes 70 square M. Here dwells the remnant of the Tonawanda tribe of Indians, numbering about 500 souls, and forming an independent and untaxed community.

Passing the stations of Middleport and Gasport, the train reaches **Lockport** (*Judson House*), a city of nearly 15,000 inhabitants, with 3 daily papers, 3 banks, and 14 churches. At this point the Erie Canal leaves the lake ridge or ancient beach from the Erie Level to the Genesee Level, descending 66 ft. by 10 double locks of heavy masonry. These locks give name to the city, and may be seen from the train. The canal also passes through a long cut in the limestone ridge, and furnishes a large surplus of water, giving an hydraulic power along whose channel are numerous factories and flour-mills. There is a rich agricultural district about Lockport, and the limestone quarries in the vicinity employ large forces. The railroad crosses the canal on a high bridge, and then the canal diverges to the S. W., and is seen no more. A branch R. R. runs S. W. from Lockport to Buffalo in 26 M. After leaving Lockport the train on the main line runs W. 19 M., crossing the towns of Cambria and Niagara, and stopping at Suspension Bridge. Niagara Falls are seen in the distance (l.), and may be reached (in 2 M.) by connecting branch R. Rs. on either side of the river, or by carriage.


NIAGARA FALLS.
1. Cave of the Winds..... B. 6.
2. Biddle's Stairs..... B. 6.
3. Prospect Tower..... B. 7.
4. Battle Ground..... A. 5.
5. Whirlpool..... C. 1.
6. R.R. Suspension Bridge..... C.D. 2, 3.
7. New " " ..... C. 5.
8. Prospect Park..... C. 6.
9. Goat Island..... C. 6.
10. Bath " ..... C. 6.
11. Luna " ..... B. 6.
12. Grass " ..... D. 7.
13. Long " ..... B. 7
14. Niagara Falls R.R. Station..... C. 6
15. Clifton " " ..... B. 5.
16. N. Y. Central " " ..... D. 2
17. Great Western " " ..... C 2
18. Cataract House..... C. 6
19. International House ..... C 6
20. Spencer House..... C 6
21. Clifton House..... B. 5
22. Montcalm House..... D 2.
23. Museum..... B. 6
24. Victoria Hall..... B. 5.
A
B
C
D
1
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6
7
WHIRLPOOL
RAPIDS
CLIFTON.
BRIDGE.
NIAGARA RAILROAD.
SUSPENSION
BRIDGE
NIAGARA FALLS
DRUMMONDVILLE.
GROUND.
BATTLE
LUNDYS LANE
ERIE
NIAGARA
NATIONAL
PARK
GOAT
ISLAND.
HORSE SHOE FALL
NIAGARA
RIVER
YORK
NEW

27. Niagara Falls.

Hotels. — * Cataract House, 600 guests, $4.50 a day (closes late in Oct.); * International Hotel, $4.50 a day. These hotels are of the first class, and are alongside each other, close to the rapids. Opposite the R. R. station is the Spencer House, 300 guests, $3.50 a day (open all the year). The Park Place Hotel ($3-3.50 a day) is on the main street of the village. There are several smaller and less expensive hotels. On the Canadian side — * Clifton House, facing the Falls and giving the best view ($3.50 a day, — U. S. money); Victoria Hall Hotel, on the heights over the Clifton, $2-3 a day. The village inns at Drummondville (1 M. from the Falls) charge $7-10 a week. At Suspension Bridge, 2 M. from the Falls, is the Monteagle Hotel, a fine stone building accommodating 200 guests; $2.50-3 a day, $12-15 a week. There are also several inns at Susp. Bridge and in the Canadian village of Clifton.

Railroads. — The N. Y. Central to New York in 447 M. (Route 26); the Erie, to New York in 442 M. (Route 33); the Great Western, to Detroit (230 M.) and Chicago (514 M.); the Erie and Ontario, to Queenston and Niagara (12 M.), also to Chippewa and Fort Erie (Buffalo). To Buffalo by the Erie or the N. Y. Central (22-26 M.); to Lewiston, by the N. Y. Central, 8 M.; to Philadelphia, 438 M., by the Erie, Lehigh Valley and N. Penn. R. Rs. To Boston, 506 M., by the N. Y. Central and the Boston and Albany R. Rs. To Baltimore, 421 M.; to Washington, 461; to Richmond, 577; to Cincinnati, 450; to St. Louis, 726; to Memphis, 937; to New Orleans, 1,315; to Omaha, 1,005; to San Francisco, 2,912.

Carriages. — The hackmen of Niagara have been a source of continual annoyance to visitors by their importunity and extortion. They may easily be shaken off by a prompt and firm refusal; and gentlemen who wish to ride with them should make an explicit verbal contract before starting, — in which the places to be visited, the time to be taken, and the compensation, should be distinctly understood by both parties. There is then but little danger of trouble. The tolls on the bridges and roads are paid by the tourist. No reliance should be placed on the hackman's statement of distances. The tariff for carriages is $2 an hour, but special contracts may be made at lower rates for visiting specified points. These rates vary with the men, the season, and the size of the party. A buggy and driver may be hired for $5 a day. The trip on the Canadian side includes the Table Rock, the Burning Spring, Lundy's Lane, the lower Suspension Bridge, and the Whirlpool (and sometimes Brock's monument on Queenston Heights). There is but little need of a carriage on the American shore unless Susp. Bridge is visited, — Goat Island and Prospect Park being more easily and pleasantly traversed on foot. A carriage and span may be hired (outside the hotels) for $10 a day to carry 4-5 persons to all the points of interest on both shores, — including the Suspension Bridge and Queenston Heights. Tolls and entrance-fees are not included in this price. Guides may be obtained in the village, but there is no fixed tariff.

Shops for the sale of bead-work, baskets, fans, photographs, minerals, spar and agate jewelry, etc., abound in various parts of the village. Many of these articles are manufactured by the Tuscarora Indians, who live on a reservation 7 M. distant. Indian squaws are seen at different points selling these wares, which are generally pretty and inexpensive.

The extortions at Niagara have become world-famed, and are much exaggerated. It is true that the tourist is called upon to pay at nearly every step in the vicinity of the Falls (on the American side), but then he is continually using facilities and improvements which have cost large amounts of money and are only remunerative for a few months in the year. The Falls and their surroundings are frequently "done" by parties in a single day; and as many rare and curious objects are seen as would be found in weeks of ordinary travel. The payment must be in some degree commensurate. Tourists who remain several days or weeks at Niagara can avail themselves of season-tickets to various points at low rates, and their expenses need be no greater than they would be at New York or Newport. Much of the extra expense at Niagara is due to the fact that the majority of tourists here indulge in luxuries which are neither necessary or customary. Nowhere are carriages so needless as here, since the distances are short and the roads are unmistakable. A gentleman travelling *en garçon* may spend 2 days here for less

than $10, by avoiding some of the less interesting (yet always expensive) localities; by being satisfied with comfortable, instead of luxurious, hotel-accommodations; and by walking, as he would at home. Arriving at the Falls in the morning, the day should be devoted to the American side and principally to Goat Island (good dining-saloon in the village). Crossing to the Canadian shore at evening, the second day should be given to that side. The chief points of interest are Prospect Park (20c.), Goat Island (50c.), the New Suspension Bridge (25c.) with the view from its *Canadian* tower (25c.), and the Burning Spring (40c.). The great vice of modern travel, to wit, the visiting of places in order *to say* that they have been visited by the tourist, is very prevalent at Niagara; and many (perhaps most) of those who go there come away with a vague idea of a little natural scenery, confusedly mingled with swarms of vociferous hackmen, and obscured by a large expense-roll. Should he devote a week or more to the careful and reverent study of this paramount wonder of the world, the summer-voyager would carry away a fadeless memory of sublimity, joining in the enthusiasm of two of the foremost men (in their respective fields of honor) of the Anglo-American race.

"You may stand by the water just where it falls off, and if your head does not swim you may proceed to the brink of Table Rock, and look down into the gulf beneath. This is all froth and foam and spray; as you stand here it looks as if all the water of the globe was collected round this circle, and pouring down here into the centre of the earth. As we stood to-day at noon, on the projecting point at Table Rock, we looked over into the abyss, and far beneath our feet, arched over this tremendous aggregate of water, we saw a perfect and radiant rainbow. This ornament of heaven does not seem out of place in being half-way up the sheet of the glorious cataract; it looked as if the skies themselves paid homage to this stupendous work of nature. . . . . By our side, down comes this world of green and white waters, and pours into the invisible abyss. A steady, unvarying, low-toned roar thunders incessantly upon our ears; as we look up we think some sudden disaster has opened the seas, and that all their floods are coming down upon us at once; but we soon recollect that what we see is not a sudden or violent exhibition, but the permanent and uniform character of the object which we contemplate. There the grand spectacle has stood for centuries — from the creation, as far as we know, without change. From the beginning it has shaken as it now does the earth and the air, and its unvarying thunder existed before there were human ears to hear it." (Daniel Webster.)

"It was not until I came on Table Rock, and looked — Great Heaven — on what a fall of bright green water! — that it came upon me in its full might and majesty. Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one — instant and lasting — of the tremendous spectacle was Peace. Peace of Mind — Tranquillity — calm recollections of the Dead: Great Thoughts of Eternal Rest and Happiness — nothing of Gloom or Terror. Niagara was at once stamped upon my heart, an Image of Beauty to remain there changeless and indelible until its pulses cease to beat forever. . . . . I think in every quiet season now, still do those waters roll and leap, and roar and tumble all day long; still are the rainbows spanning them a hundred feet below. Still, when the sun is on them, do they shine and glow like molten gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense white smoke. But always does the mighty stream seem to die as it comes down, and always from the unfathomable gulf rises that tremendous ghost of spray and mist which is never laid, which has haunted this place with the same dread solemnity since darkness brooded on the deep, and that first flood before the deluge — Light — came rushing on creation at the Word of God." (Dickens.)

Niagara Falls are situated on the Niagara River, 22½ M. from Lake Erie, and 13½ M. from Lake Ontario. The river is the outlet of Lakes Winnipeg, Winnebago, Superior, Michigan, Huron, St. Clair, and Erie, and drains over 150,000 square M. of country. The geological theory is that at some remote period the waters of Lake Erie covered a vastly greater extent than at present, and were bounded on the E. by the heights at Queenston and Lewiston. By the combined action of water,

frost, and ice, a channel was cut deeply through this barrier, and a fall (or succession of falls) with a height of over 300 ft. was formed. Since that period the fall has receded 7 M., leaving the immense gorge between Niagara and Queenston. The process of recession is still going on slowly in the same manner. The pounding of the waters disintegrates the soft shale near the bed of the river, until the limestone strata above, being deprived of support, break into fragments and fall. Within 30 years the American Fall has acquired a slight curve, and the Horse-Shoe Fall has changed its outline considerably. The fall plunged for ages over the present site of the Whirlpool, because the upper limestone was there upheld by a hard sandstone stratum, which resisted disintegration. Although the soft shales are now being cut away, and the undermined limestone occasionally falls, the retrocession is much slower than formerly, since the river, which was but 1,000 ft. wide in the gorge, has now a sweep of over 4,000 ft. Apprehensions have been expressed lest in some future epoch the river shall pound its way back to Lake Erie, upon which a drainage of that sea would ensue; but the character of the strata above the Falls and the increasing width of the river render such an event impossible. Lyell says that 90,000,000,000 cubic ft. of water passes over every hour; Dwight holds that 100,000,000 tons fall every hour; and another authority claims that the hourly flow is 211,836,853 barrels. There is an occasional rise in the waters during W. winds on Lake Erie; and 1 ft. of rise on the Falls raises the river below 17½ ft. 2½ M. above the Falls the river is 3 M. wide, while at the Whirlpool it is narrowed to 400 ft.

Winter at Niagara brings rare beauties of icy trees and shrubbery, lofty ice-cones sometimes nearly as high as the Falls, and vast icicles pendent from the cliffs. There was considerable sleighing on the American Rapids in 1856, and an ice bridge covered the river from the Suspension Bridge to the American Falls. At the break-up a dam formed at the mouth of the river, and set the water and ice back to a height of 60 ft. In 1866 the Whirlpool was flooded by a gorge of ice below until it became smooth and level. In March, 1848, a W. wind on Lake Erie piled up the ice at the E. end of the lake, making an immense dam at the inlet of the Niagara. The river water soon ran off, leaving but feeble brooks in the old channel, and a few light bands of water over the cliffs. Teams were driven far out over the sites of the rapids, and the roar of the Falls died away. The next day the river broke away the barrier, and swept over its old course with tenfold fury.

* **Goat Island** (entrance, 50c.; season-ticket, $1) is 5 min. walk from the R. R. station, and is reached by an iron carriage-bridge 360 ft. long, resting on iron-clad and stone-ballasted oaken cribs. The bridge was built in 1856, on the site of a wooden structure of 1818, and during its construction a workman fell into the stream and was swept to the islet below, whence he was rescued by an heroic man in a skiff. There is a fine view from this bridge of the white and turbulent Rapids, which fall 51 ft. in a course of ¾ M., and attain a velocity of 30 M. an hour, — "it seems like a battle-charge of tempestuous waves, animated and infuriated against the sky." The road first crosses *Bath Island* (2 acres), where some of

the Niagara water-power is utilized for the Tribune Paper Mills. Goat Island was rarely visited by the Indians, but Israel Putnam went on it in 1755, and a party of French officers reached it by boats, in 1765. In an early patent it is said to cover 250 acres, but its present extent is about 60 acres, and it is being slowly worn away. In 1779 a goat was put upon its shores (then partly cleared), and his name still clings to the place, although the Government boundary maps named it Iris Island. The sequestered groves of this island are the goal of "that great circle of newly wedded bliss, which, involving the whole land during the season of bridal tours, may be said to show richest and fairest at Niagara, like the costly jewel of a precious ring." (See Howells's "Their Wedding Journey.") The path to the r. from the bridge leads (in 5 min.) to the foot of the island and the verge of the **Centre Fall,** whence there is a foot-bridge to *Luna Island*, a rocky islet between the Central and American Falls. While a party was on this island (in 1848), a young girl fell into the stream, and a gentleman sprang forward to save her. They both passed over the Falls, and their bodies were afterwards found below, terribly mutilated. From Luna Island the * **American Fall** stretches away for 1,200 ft., with a perpendicular plunge of 164 ft., and the visitor can stand within a span of its crest. Fine lunar bows are seen here on nights when the moon is full. A short distance beyond is a building where guides and water-proof suits ($1.50) are furnished for visitors to the * *Cave of the Winds.* The cliff is descended by a long spiral stairway, and a path leads from the foot to the cave, a wide and lofty recess which has been formed by the disintegration of the shaly rocks. It is roofed by the hard limestone stratum, and its W. side is formed by the blue waters of the massive Centre Fall. (It is prudent for visitors to take off their collars and cuffs before entering this booming and brumal chasm.) From the outside of the cave double and triple concentric circular rainbows may be seen on a bright afternoon. A spray-swept plank-walk has been built out on the rocks near the foot of the fall. On the under-cliff path a gentleman was killed (in 1829) by a heavy rock falling upon him. From this end of the island Sam Patch leaped from a ladder 96 ft. high, feet-foremost, into the river, twice successively, and came out unharmed (1829). From the foot of the stairway a path diverges to the l., along which Prof. Tyndall and a guide advanced in 1873, wading waist-deep torrents, and passing nearly to the centre of the Horse-Shoe Fall. The road which continues along the top of the cliff soon reaches a bridge which leads to the islet where Terrapin Tower formerly stood (it was blown up in 1873). A visitor once fell from this bridge and was carried to a rock on the verge of the Falls, whence he was rescued speechless by means of ropes. The * * view of the Horse-Shoe Fall from this islet is one of the grandest about Niagara. The width of this Fall is nearly 2,400 ft., with a height of 158 ft. (6 ft. less than the

American Fall). Near its centre is the smooth dark green current which marks the deepest water of the Falls, — over 20 ft.

The term "Canadian Fall" is often applied to the waters W. of Goat Island, but it is inexact, since the national boundary passes down the centre of the Horse-Shoe, leaving fully half of the W. Falls in the domain of the Republic. The outline of this Fall has been so changed that the horseshoe curve is less apparent than formerly. In recent years large sections of the adjacent cliffs of Goat Island have fallen into the abyss below, and Gull Island, near the curve of the Falls, has been washed away. In 1827 the condemned ship *Michigan* was sent over the Horse-Shoe Falls with a cargo of animals, one of which, a sagacious bear, deserted the ship in the midst of the rapids, and swam ashore. In 1841 the old frigate *Detroit* (of Perry's fleet) was set adrift toward the Falls, but lodged among the rocks in the rapids, and was cut to pieces by the ice the next winter. Hundreds of wild ducks are carried over every year, and are picked up dead on the river below. Centuries ago the Indians were accustomed to spend some weeks of the autumn here, for the game which they could find. In 1810 a salt-boat sunk off Chippewa, and 3 of the crew were carried over the Falls; in 1821, a scow and 2 men went over; in 1825, 5 more, 3 of whom were in canoes; in 1841, a sand-scow and 2 men, and 2 smugglers; in 1847, a young boy, who tried to row across above; in 1848, two children were playing in a skiff, when it got loose, — the mother, wading out, saved one, but the other was swept over, grasping the boat on each side. In 1871, 3 strangers tried to row across far above, but the current drew them in, and carried them down; and in 1873, a newly married couple, while rowing about near Chippewa, were drawn into the central current, and passed over the Falls in each other's arms. Many other disasters have occurred above and below the Falls, as if to verify the Indian tradition that Niagara demands 2 victims yearly. Two bull-terrier dogs have made the plunge over the American Falls without harm. One of them lived all winter on a dead cow which it found on the rocks below; and the other trotted up the ferry-stairs, very much astonished and grieved, within an hour from the time when he was thrown from Goat Island Bridge.

The ***Three Sisters** are rugged and romantic islets S. W. of Goat Island, and are reached by 3 pretty suspension bridges connected with the road leading from Terrapin Bridge. They afford the best * view of the Rapids at their widest, deepest, and most tumultuous part, where the base of their heaviest whirl is wreathed with mist. A light bridge leads to another picturesque islet near the third Sister. "The Three Sisters are mere fragments of wilderness, clumps of vine-tangled woods, planted upon masses of rock; but they are parts of the fascination of Niagara which no one resists."

Between Moss (the first Sister) and Goat Island is the *Hermit's Cascade*, where Francis Abbott, the Hermit of Niagara, was wont to bathe. He was a young Englishman, who had travelled over much of Europe and Asia, and had alternated protracted theological studies with metropolitan dissipation until a mental unsettling ensued. He came here in 1839, and lived on Goat Island for 2 years, with no companions but a dog and cat, flute, violin, and books. He dressed in a long robe, and wrote much (in Latin). Removing to Point View, near the American Fall, in 1841, he was soon afterward drowned while bathing.

From the head of Goat Island, 1 M. up river, is seen the white house which stands on the site of Fort Schlosser, near which, at the mouth of Cayuga Creek, Father Hennepin and La Salle spent the winter and spring of 1678-79. They built here a 60-ton vessel, the *Griffin*, and sailed up the great lakes to Green Bay (Wisconsin). Fort du Portage was afterward erected at Schlosser, and was taken by the English in 1759, after a siege, in which the French garrison destroyed their armed store-ships in Burnt Ship Bay. On *Navy Island* (near Schlosser) the Canadian insurgents of 1837 had their head-quarters, and communicated with the

American shore by the steamer *Caroline*. A British force boarded the Caroline by night, and after a short struggle beat off the crew. The vessel was then set on fire, and drifted down, blazing through the darkness, to the cascades below Goat Island, where she went to pieces (some say that she plunged over the Falls in a mass of flame). Col. Allan McNab, who ordered this attack, was soon afterwards knighted. *Grand Island* is above Navy Island, and is 12 M. long and 2–7 M. wide (containing 17,240 acres). In 1820 Mordecai M. Noah endeavored to make this island a home for the scattered Hebrews throughout the world. After much legislation and wide correspondence with his compatriots, he put up a monument on the island, inscribed, "Ararat, a city of refuge for the Jews," etc. But the European Rabbins denounced the movement, and the project was abandoned.

***Prospect Park** (entrance, 20c.; season ticket, 50c.; entrance and ferriage over and back, 50c.) is on the mainland, by the side of the American Fall. Its chief point of interest is a platform, inwalled by a low parapet, on the very verge of the Fall, whence the deep abyss and the broad curve of the waters may be observed in security. A railway 360 ft. long, and inclined at an angle of 33°, leads from the Park to the river below. The cars are drawn by an endless cable, which is worked by water-power. Paths lead from the base of the cliff into the spray toward the Falls; also to Point View, and to 2 small caverns nearly 1 M. distant (the path is rugged and dangerous). Near the foot of the railway the tourist enters a large rowboat, which is tossed about as if on a stormy sea by the tumultuous waters. The * view of the Falls from mid-stream (or ⅓ of the way across) is awe-inspiring, and gives the full idea of their great height, which is not obtained from the banks above. This ferry was established in 1825, and no accident has ever occurred on it. From 1854 to 1867 the steamer *Maid of the Mist* plied between the Suspension Bridge and the close proximity of the Falls. The passage of the river takes 10 min., and the depth of the water on the line of transit is 180 ft. A road ¼ M. long leads from the landing to the top of the cliff, near the Clifton House (carriages are in waiting).

The ***New Suspension Bridge** (25c. for pedestrians) is 6–800 ft. below the Falls, of which it gives a grand panoramic * view "from the beginning of the American Fall to the farthest limit of the Horse-Shoe, with all the awful pomp of the Rapids, the solemn darkness of the wooded islands, the mystery of the vaporous gulf, the indomitable wildness of the shores, as far as the eye can reach up or down the fatal stream. . . . . Of all the bridges made with hands it seems the lightest, most ethereal; it is ideally graceful, and droops from its slight towers like a garland." That "apotheosis of industry," the white and slender fall called the **Bridal Veil**, is seen on the American shore, and is the end of "a poor but respectable mill-race which has devoted itself strictly to business, and has turned mill-wheels instead of fooling around water-lilies. It can afford that ultimate finery." The bridge was finished in 1869, at a cost of $175,000, and is the longest suspension bridge in the world, being 1,190

ft. from cliff to cliff, and 1,268 ft. from tower to tower. 1,240 ft. of platform is sustained 190 ft. above the river by 2 cables, each of which is 7 inches in diameter, and is composed of 7 ropes, each containing 133 wires. The American tower (10c. for the ascent) is 100 ft. high; and the Canadian tower (ascended by an elevator; 25c.) is 105 ft. high, and commands a noble * view of the Falls and the great ravine. The terminus is near the **Clifton House,** a spacious first-class hotel which faces the entire range of the Falls. Passing from the Clifton House toward the Falls, a continuous and majestic prospect is afforded. The **Museum** (50c.) is soon approached. It contains collections of coins, minerals, Egyptian relics and mummies, casts from Ninevite sculptures, a line of grotesque wax figures, and an extensive array of stuffed birds and animals arranged in a forest-scene. There is a pleasant prospect from the upper balconies, and in the hall below is a large salesroom for *bijouterie* characteristic of Niagara. Live buffaloes are kept in the yard. Oil-cloth suits and guides are furnished here ($1) for the passage under the Horse-Shoe Fall. When apparelled in these damp and clammy suits, ladies look like squaws, and gentlemen resemble Cape Ann fishermen in a heavy gale. Termination Rock is reached near the edge of the Fall, and visitors, blinded by the spray, and deafened by the roaring of the waters, will be satisfied to return speedily. Tourists without guides and appropriate clothing should not venture near the Fall. Another house beyond the Museum also furnishes conveniences for going under. 300 ft. above the Museum is Table Rock, from which is given the grandest front * * view of the entire Falls; and time should be unlimited at this point.

Some caution is necessary here. A young lady once fell over, and was fatally bruised on the rocks, 115 ft. below. In 1850 a section of this ledge, 200 × 60 ft., and 100 ft. thick, broke away, and plunged into the chasm below with a tremendous roar. An omnibus which was standing upon it went down also, and was shivered to atoms, the driver barely escaping by the warning of the splitting rocks. Pieces of this rock fall occasionally during the winter and spring, rendering somewhat perilous the narrow shelf below which leads to the Gothic arch under the Horse-Shoe Fall. The remaining part of Table Rock is thought to be destined to remain firm, as there is but little overhang; although a crack 125 ft. long and 60 ft. deep was left when the great crash took place.

The ***Burning Spring** is 2 M. above Table Rock, and should be approached by the river-road, which affords a fine view of the Great Ox-Bow Rapids and the broad river above. On Long Island, near the bend of the Falls, is a tower (50c.) from which the Rapids may be seen to good advantage, and also the E. line of the Horse-Shoe. Just above is the fine mansion and park formerly owned by Mr. Street, a retired bachelor and fervid lover of Nature, who won the ill-will of the inhabitants of this section and the gratitude of all tourists by refusing to allow mills to be erected on his wide riverward domains. The Burning Spring (40c. admission) is highly charged with sulphuretted hydrogen gas, which burns

with an intermittent pale blue flame when ignited. The water is in a state of ebullition, and the spring-house is kept darkened to increase the effect. A tub with a long iron pipe through the bottom is inverted over the water, and a constant stream of gas passes through it, affording a jet of flame over 3 ft. high. The spring is at the water's edge, and overlooks the white rapids to Goat Island; while nearer at hand is Cynthia Island, joined to the Street domain by a pretty footbridge. It is best to return to the Falls by the parallel road on the heights, by the Loretto Convent, from which good views are gained, including the best overview of the Horse-Shoe. "By all odds, too, the most tremendous view of the Falls is afforded by the point on this drive whence you look down upon the Horse-Shoe, and behold its three massive walls of sea rounding and sweeping into the gulf together, the color gone, and the smooth brink showing black and ridgy." A road diverging to the l., near the Falls, leads to the hamlet of *Drummondville* (1½ M. from Table Rock), on whose heights is a tower which overlooks the battle-field of Lundy's Lane and a great extent of country, from Brock's monument on Queenston Heights to Buffalo and Lake Erie. The battle-field of Chippewa is 2 M. S. of the Burning Spring, and just beyond the hamlet of Chippewa (see page 186).

The * **Suspension Bridge** which connects Suspension-Bridge village and Clifton, and sustains the track of the Great Western Railway, is about 2 M. N. of the Falls. It was built in 1852, under the direction of John A. Roebling, and cost $500,000. It is 800 ft. long, and 230 ft. above the river, and weighs 800 tons, being fitted to sustain a maximum weight of 7,309 tons. It is supported by 4 cables (10¼ inches thick), each of which contains 3,684 wires, with a total length of over 4,000 M. of wire; and its towers are 78 and 88 ft. high. The first wire was drawn across by a string which had been carried over on a kite. 18 ft. above the carriage-way is the railway-floor, over which the heaviest trains pass safely, causing a deflection in the curve of but 5–10 inches. On the S. W. the New Suspension Bridge and the Falls are seen, while on the N. are the white and terrible * **Whirlpool Rapids.** Just beyond the Monteagle House (American side) is a double elevator (50c.), which leads from the top of the bank 300 ft. down to the verge of these marvellous rapids, where the waters of the great lakes are compressed into a narrow gorge, and rush down with such fury that the centre of the stream is 30–40 ft. higher than the sides. June 15, 1867, the intrepid pilot Robinson guided the steamer *Maid of the Mist* as she shot these rapids, "like the swift sailing of a large bird in a downward flight." Her smoke-stack was beaten down, and the vessel was tossed like a leaf on the huge surges, but speedily reached the calm water below Lewiston in safety. About 1 M. below the rapids is the **Whirlpool,** situated in a circular bend of the river, and bounded by cliffs 350 ft. high. Logs and other things which

are drawn into these concentric currents whirl about there for many days.

Queenston is an insignificant Canadian hamlet 6 M. N. of the Falls; above which a lofty monument was erected on the place where Gen. Brock fell in the battle of Queenston Heights. This was blown up by a scoundrelly refugee in 1840; and in 1853 the present noble * monument was dedicated. On a base 40 ft. square and 20 ft. high are 4 colossal lions, between which rises a lofty fluted shaft of sandstone. On the Corinthian capital is a relief of the Goddess of War, and above this is a dome which supports a colossal statue of Gen. Brock. The monument is 185 ft. high, and is ascended by an inner spiral stairway of 250 steps. The view from this point is extensive, and includes the tower on Lundy's Lane, a considerable sweep of the river, and the broad lake.

St. Catharine's (* *Stephenson House;* * *Welland House; Spring Bank,* famous for its baths) is a city of Ontario, 6 M. from Queenston. It is called "the Saratoga of Canada," and has several mineral springs, producing the best iodo-bromated saline waters in the world (except those of Prussian Kreuznach). They are taken for cases of gout, neuralgia, cutaneous diseases, and rheumatism, either by means of warm baths or internally (highly diluted). The principal minerals in solution are the chlorides of sodium, calcium, and magnesium. Welland is located on the Welland Canal; and a favorite drive is to Lake Ontario, 3 M. distant, — whence, from Port Dalhousie, steamers run daily to Toronto. 6 M. N. of Queenston is the village of *Niagara.*

It is probable that the fearless Franciscan monks and the adventurous fur-traders of France had often seen the Falls at a very early day. But the first description (with a sketch) was made by Father Hennepin in 1678, who gave them a height of 600 ft., saying also: "Betwixt the Lakes Erie and Ontario there is a vast and prodigious cadence of water which falls down a surprising and astonishing height, insomuch that the universe does not afford its parallel. . . . . The waters which fall from this horrible precipice do foam and boil after the most hideous manner imaginable, making an outrageous noise, more terrible than that of thunder: for when the wind blows out of the S. their dismal roaring may be heard more than 15 leagues. The River Niagara, having thrown itself down this incredible precipice, continues its impetuous course for 2 leagues together . . . . with an inexpressible rapidity. . . . . The two brinks of it are so prodigious high that it would make one tremble to look steadily upon the water rolling along with a rapidity not to be imagined." Before this visit the peaceful Kahkwa tribe (called the Neuter Nation) had been driven from the region, and the Senecas had replaced them, but did not dwell near the cascades (Hennepin thinks they feared to be made deaf by "the horrid noise of the Fall"). In 1687 the Baron La Hontan visited the Falls, and reported them to be 7 - 800 ft. high and 1½ M. wide. The name Niagara is said to mean "Thunder of Waters." In 1678 La Salle entered the river (with 16 men, in a 10-ton brigantine) singing the *Te Deum,* and the next year sailed from above the Falls in the first vessel on the Great Lakes. In 1687 a fort was built at Niagara by the Marquis De Nonville; and in 1750 Fort du Portage was erected above the Falls. This was taken in the year of the Conquest of Canada, and was strengthened under the name of Fort Schlosser. In 1763 occurred a horrible massacre at Devil's Hole, 3½ M. N. of the Falls, when a large force of Senecas ambushed a commissary-train with a strong escort, on the shore of Bloody Run. But 2 of the train-guards escaped, while the supports

which were hurried from Lewiston to the sound of the firing were nearly all put to the tomahawk in a second ambush. Many of the victims were cast alive from the lofty cliffs into the boiling Niagara, and their horses and wagons were hurled down after them.

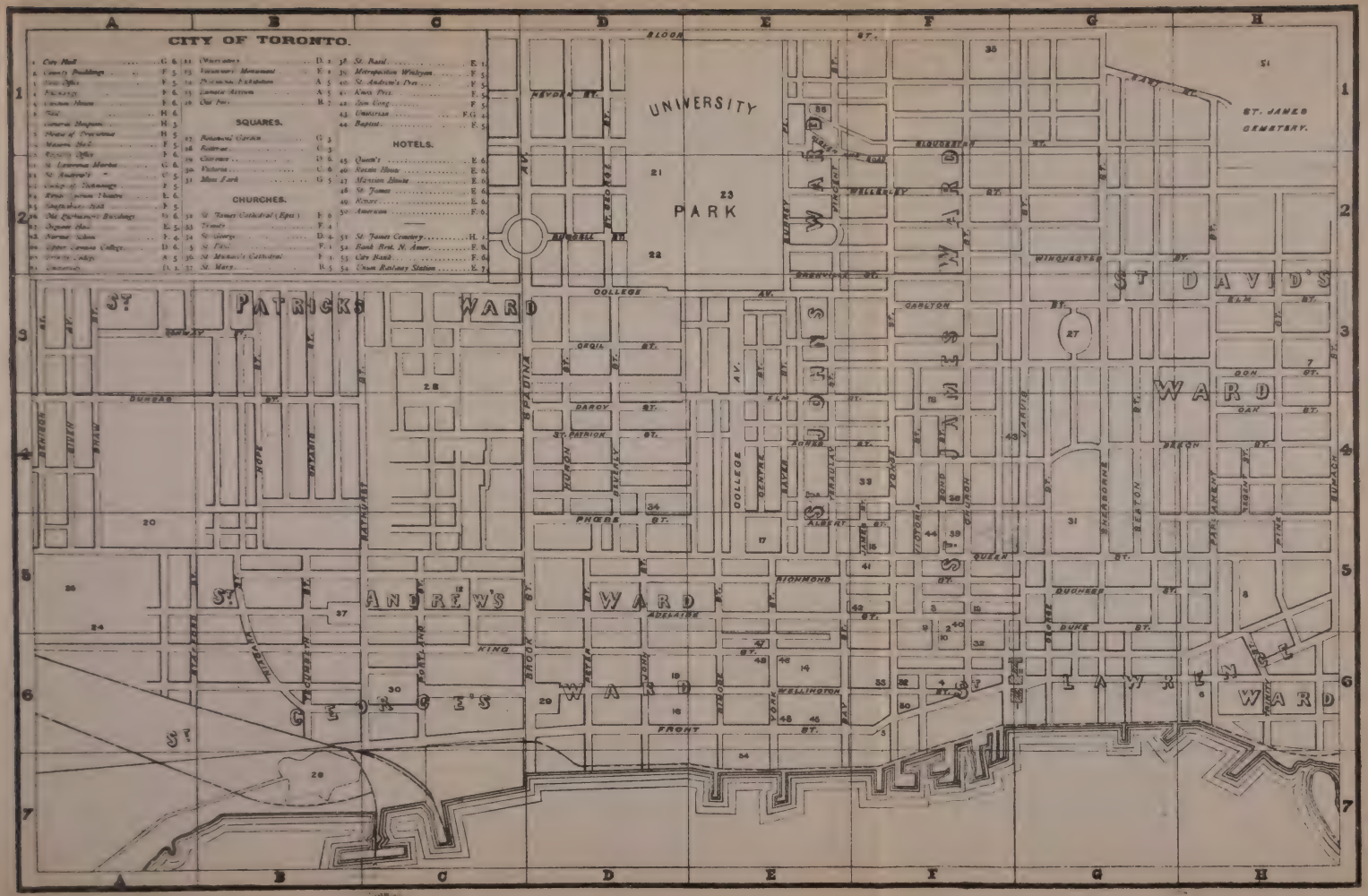
The Battles along the Niagara Frontier.

The Battle of Queenston Heights was fought Oct. 13, 1812. A small force of U. S. regulars crossed the river before dawn and stormed the Heights under a heavy fire, but were soon hotly engaged with fresh British troops brought up by Sir Isaac Brock. After a long contest, in which Brock was killed, the regulars under Scott and Wool held their ground and repulsed a second attack by 250 Mohawks under Brant. But most of the large army of N. Y. militia refused to cross to their aid from Lewiston, and Gen. Sheaffe soon fell upon the heroic little band with an overwhelming Canadian force, and compelled it to surrender. The British lost 130 men; and the Americans lost 1,100 men (900 prisoners, of whom 4 – 500 were not engaged, and were hidden under the banks of the river). After several sharp actions along the river, in May, 1813, an American fleet and army attacked the fortifications (garrisoned by 1,800 men) at the mouth of the Niagara and captured them by a naval bombardment and a land-battle, inflicting on the British a loss of 863 men. 1,300 Americans pursued the enemy as far as Stony Creek, where they were surprised at night and lost 154 men, and their generals and artillery, while the British loss was 178. The Americans were soon afterward defeated near Thorold with a loss of 540 men; and were obliged at a later day to burn Newark and withdraw across the river to Fort Niagara, which was soon captured by a night attack, and Lewiston was sacked and destroyed. After various sharp actions near Buffalo, Gens. Scott and Brown advanced to within 4 M. of Niagara Falls, and there (July 5, 1814) was fought the *Battle of Chippewa*. The combatants were 1,300 Americans and 1,700 Britons, and after a long and obstinate conflict of infantry, the enemy fled in confusion, having lost 604 men (American loss, 335).

"O'er Huron's wave the sun was low,
The weary soldier watched the bow
Fast fading from the cloud below
The dashing of Niagara.

And while the phantom chained his sight,
Ah! little thought he of the fight, —
The horrors of the dreamless night,
That posted on so rapidly."

The *Battle of Niagara Falls*, or Lundy's Lane, was fought July 25, 1814, on the heights 1 M. W. of the Falls. Several days after the victory at Chippewa, Scott advanced with 1,200 men, and engaged the British at Lundy's Lane. He supposed that but a small force was before him, but in reality it was the whole hostile army. Jessup's 25th Regulars charged through the lines of Wellington's veterans and captured Gen. Riall and his staff, and at 9 in the evening the rest of the army reinforced Scott. A little later, Col. Miller and the 21st Regulars advanced up the heights in the moonlight and stormed the British batteries above. After a terrible hand-to-hand contest with the infantry supports, Miller held the hill, with 7 pieces of British artillery, and repulsed 4 charges of the enemy. When the last British assault was disastrously repulsed, the Americans remained in possession of the enemy's positions and guns. Later in the night they retired a short distance from the field and battery, which were reoccupied by the royalists. There were 2,600 Americans in this battle (of whom 852 were lost), and 4,500 British (of whom 878 were lost). The Battle of Niagara Falls "has few parallels in history in its wealth of gallant deeds. It was fought wholly in the shadows of a summer evening between sunset and midnight. . . . . Above was a serene sky, a placid moon in its wane, and innumerable stars, — a vision of Beauty and Peace; below was the sulphurous smoke of battle, ... out of which came the quick flashes of lightning and the bellowing of the echoes of its voice, — a vision of Horror and Strife. Musket, rocket, and cannon, cracking, hissing, and booming; and the clash of sabre and bayonet, with the cries of human voices, made a horrid din that commingled with the awful, solemn roar of the great cataract hard by, whose muffled thunder-tones rolled on, on, forever, in infinite grandeur when the puny drum had ceased to beat, and silence had settled upon the field of carnage. There the dead were buried, and the mighty diapason of the flood was their requiem." (LOSSING.)


CITY OF TORONTO.
SQUARES.
CHURCHES.
HOTELS.
UNIVERSITY
PARK
ST. PATRICKS WARD
ST. ANDREW'S WARD
ST. GEORGE'S WARD
ST. JOHN'S WARD
ST. DAVID'S WARD
ST. JAMES CEMETERY
BLOOR ST.
COLLEGE AV.
DUNDAS ST.
QUEEN ST.
KING ST.
FRONT ST.
YONGE ST.
BAY ST.
BATHURST ST.
SPADINA AV.
DUFFERIN ST.
BROCK AV.
PARLIAMENT ST.
SHERBOURNE ST.
JARVIS ST.
CHURCH ST.
BERKELEY ST.
GEORGE ST.
SHERBOURNE ST.
WELLESLEY ST.
WINCHESTER ST.
GERRARD ST.
CARLTON ST.
WELLINGTON ST.
RICHMOND ST.
ADELAIDE ST.
DUKE ST.
DUCHESS ST.
PHOEBE ST.
DARCY ST.
ELM ST.
OAK ST.
BEECH ST.
MAPLE ST.
WILTON CRES.
HAYDEN ST.
BLOOR ST. W.
RUSSELL HILL RD.
ST. JAMES CEMETERY

28. Niagara Falls to Toronto and Montreal. Lake Ontario and the St. Lawrence River.

Trains leave Niagara Falls twice daily (in summer; once daily at other seasons) for Lewiston, where connections are made with steamers for Toronto (fare through to Toronto, $2). Passengers from the Canadian side (Clifton House, etc.) will find it more convenient to take trains on the Canada Southern Railway from Clifton station to Niagara (at the mouth of the river), where the steamers stop on the way from Lewiston to Toronto. Some tourists prefer to take the Great Western Railway from Suspension Bridge to Hamilton (43 M.), a handsome city of 28,000 inhabitants, whence the Royal Mail steamers start for Montreal (Toronto being a way-station). Others, during stormy weather on the lake, pass by rail to Hamilton and Toronto (82 M.), and thence by the Grand Trunk Railway to Kingston, at the efflux of the St. Lawrence (161 M. from Toronto). There are many who go from Lewiston to Toronto by boat, and then take the train for Kingston or Montreal; but in pleasant summer weather the lake route is preferable.

After leaving Niagara Falls the train passes along the edge of the gorge in which the river flows, and soon crosses the rails of the main line to the West (at Suspension Bridge). The river is now left, and the line runs out by the Academy of the Holy Angels, and returns (in 3–4 M.) to the edge of the profound chasm in which flows the Niagara, white with rapids, and contracted into a narrow channel. After 2–3 M., in which the train whirls along a lofty gallery in the cliff far above the river, the Lewiston station is reached. Stages are taken to the steamboat-landing, which is nearly 1 M. distant. Lewiston is a decadent village at the head of navigation, and at the N. base of the mt. range through which the Niagara has cut its way during the past 35,000 years (LYELL). A fine suspension bridge was built thence to Queenston in 1850, with a span of 1,045 ft., and a height of 60 ft., but was capsized during a heavy gale.

The *Tuscarora Reservation* is 3 M. E. of Lewiston, and contains 6,249 acres, on which live 372 Indians, most of whom are engaged in making knick-knacks for the shops at the Falls. The Tuscaroras were driven by hostile tribes from their home in North Carolina (in 1712), and migrated to New York, where they joined the Iroquois Confederation, which was afterwards known as the Six Nations.

The steamer passes out into the stream with a fine retrospect of the mouth of the Niagara gorge and the monument-crowned Heights of Queenston. At the mouth of the river, the American Fort Niagara is passed on the r., and on the l. are the ruins of Fort George, the strong works of the Anglo-Canadian Fort Massasauga, and the village of Niagara. The great summer resort called *The Queen's Royal Niagara Hotel* fronts on the lake, and is a favorite retreat for the aristocracy of Toronto. The steamer now enters Lake Ontario (Ontario is an Indian word, meaning "handsome water"), and running on a N. W. course for about 30 M., enters the harbor of

Toronto.

Hotels. — * Rossin House, $3 a day; * Queen's Hotel, Front St., $3; Mansion House, opposite Rossin House (corner King and York Sts.), $1.50–2; Revere House, King St., small and comfortable, $1.50; American House, Yonge St., near the G. W. station, lately rebuilt; Albion Hotel; St. James, near the Union Railway Station. Restaurant in the Union Station.

Carriages. — 25c. a course in either of the city divisions; 50c. from one division to another; $1 an hour. *Horse-cars* (5c.) on King, Yonge, and Queen Sts., to Trinity College and the Lunatic Asylum. *Stages* daily from the Bay Horse Inn (Yonge St.) to Thornhill, Richmond Hill, Rouge Hill, Cooksville, and Stouffville.

Reading-Rooms. — At the Y. M. C. A. rooms, corner of Queen and James Sts.; Mechanics' Institute, Church and Adelaide Sts. *Post-Office*, on Adelaide St., at the head of Toronto.

Amusements. Royal Lyceum Theatre, King St.; Lectures and Music at Music Hall, Adelaide St.; Masonic Hall, Toronto St.; Shaftesbury Hall, Queen and James Sts.

Railways. — From the Union Railway Station, on Front, between York and Simcoe Sts. Grand Trunk, to Guelph, 48 M.; to Detroit, 231 M.; to Goderich, 133 M.; to Montreal, 333 M.; to Portland, Me., 628 M. Great Western, to Hamilton, 39 M.; to Niagara Falls, 82 M.; to Detroit, 225 M.; to Southampton (on Lake Huron), 187 M. Northern Railway, to Orillia (on Lake Simcoe), 86 M.; to Meaford (on Georgian Bay), 115 M. Toronto, Grey, and Bruce Railway, to Mt. Forest, 88 M.; to Owen Sound (on Georgian Bay), 178 M. Toronto and Nipissing Railway, to Coboconk (on the Victoria Co. Lakes), 88 M.

Steamers. — The Canadian Navigation Co.'s Royal Mail Line vessels leave twice daily, for Hamilton and Montreal. The boat leaving Hamilton at 9 A. M., leaves Toronto at 2 P. M. A steamer leaves Toronto once daily (twice in summer) for Lewiston, 30 M. S., connecting with trains for Buffalo. The *Silver Spray* leaves every afternoon for Port Dalhousie and St. Catharine's.

TORONTO, the capital of the Province of Ontario and the "Queen City of the West," is situated on a low sandy plain on the N. W. shore of Lake Ontario, between the Don and Humber Rivers. The harbor is safe and commodious, and is formed by a sandy bar (7 M. long and 2½ M. from the shore) which ends at Gibraltar Point, opposite the city. Toronto is the chief city of Upper Canada, and has a population of 80,000, with a valuation of $ 33,645,000. The population in 1850 was 25,000. There are 54 churches, 13 masonic lodges, and 10 banks, while the press is represented by 5 dailies, 14 weeklies, and 26 monthlies. The exports in 1871 were $ 2,118,978, and the imports were $ 10,354,265. There are 3 grain-elevators on the harbor-front, with a storage capacity of 615,000 bushels. The streets are level and well paved, and run N. and S., E. and W., crossing each other at right angles. The principal streets are King and Yonge, the latter crossing King and running N. for 33 M., with fine villas in the environs of the city.

The * **University College** of the Univ. of Toronto (open 2–5 P. M.) is situated in a pleasant park, and is reached (from Queen St.) by College Avenue, 4,000 ft. long and 120 ft. wide, with double rows of shade trees. The building forms 3 sides of a quadrangle 250 ft. square (the length of the S. front being 384 ft.), and cost over $ 500,000. The various fronts have a unique and imposing appearance, and the whole forms the best specimen of Norman architecture in America. In the centre of the S. front is a massive tower 120 ft. high, under which is the * main portal, which, with the great window above, is a perfect flower of Norman ornamentation. Passing through the entrance one enters a lofty vestibule traversed by a line of round arches upheld by stunted columns with grotesquely carved capitals. The massive walls running through the interior

of the building, and the stained timber roofs, should be noticed. A stairway to the r. from the entrance leads up to the Library (20,000 volumes), which occupies a large, well-lighted hall with a pointed oaken roof. The stairway to the l. leads to the Museum, a hall similar to the Library (75 × 36 ft.), and filled with natural-history collections in well-arranged cabinets. The E. building is reached by a round tower in which stone stairs ascend by a range of stained-glass windows to the reading-room; and contains the Convocation Hall, a spacious wainscoted chamber ending in a stained-glass window, and covered by a pointed timber roof, which rests on richly carved corbels of Caen stone. A broad stairway by the door leads to the Senate Hall, whose vestibule is lined with quaintly carved Caen-stone corbels. The W. range (336 ft. long) is occupied by the rooms of the students, and at the S. W. corner is the round building of the Laboratory. The E. front (260 ft. long) has 2 towers topped with spires, in one of which is a Norman portal with sturdy columns carved with chevrons. The University was founded in 1827, with an endowment (from King William IV.) of 226,000 acres of land, which now yields a large revenue. It has 9 professors and 5 lecturers, with 32 scholarships. The buildings are of gray rubble-stone, trimmed with Ohio and Caen stone, and are of picturesquely irregular outlines. To the E. is the *** Queen's Park,** a domain of 50 acres, which has been leased to the city for 999 years. Beyond the E. façade is a sinuous lakelet, near whose S. shore is a tall brown-stone monument, with 4 marble statues in the upper niches (2 military and 2 allegorical female figures), and a colossal marble statue of Britannia on the top. "Canada erected this monument as a memorial of her brave sons who fell at Limeridge, or died from wounds received in action, or from disease contracted in the service whilst defending her frontier in June, 1866." Near the entrance to the Park on this side is a fine bronze statue of Queen Victoria (by Marshall Wood), at whose foot are two trophy cannon from Inkermann and Sebastopol. A short distance N. of the University is *Knox College* (Presbyterian; with 5 instructors), while on Clover Hill (E.) is St. Basil's Church, under monks of the order of Basilians.

*** St. James Cathedral** (Episcopal) is a stately edifice on the corner of King and Church Sts. The architecture is the early English Gothic, and the seclusion of the building among umbrageous grounds adds to its attractiveness. It is 200 × 115 ft., with a height in the nave of 70 ft. (in the aisles, 35 ft.). The spire is 316 ft. high, and is adorned with a great illuminated clock from the Vienna Exposition. The open timber-roof is well adorned, and the wood-work of the pews and choir-stalls is worthy of notice. The chancel (semi-octagonal; 42 ft. deep) has lancet-windows filled with stained glass. Nearly opposite the Cathedral is St. Lawrence Hall, with an extensive market-place, S. of

which is the *City Hall*, on a broad square near the harbor. Just N. of the Cathedral is the *College of Technology* (well endowed by the Government), and in the same building is the Mechanics' Institute, with its library (7,000 volumes), halls, and reading-room. Farther N. is the new and elegant *Metropolitan Wesleyan Church* (on Magill Square), having a massive tower surmounted by graceful pinnacles. *St. Michael's Cathedral* (Catholic) is near by, and is a spacious edifice 200 × 90 ft., with an ornate ceiling 66 ft. above the floor of the nave. The edifice is in decorated Gothic architecture, and has broad transepts with rose-windows. The spire is 250 ft. high. To the W. is Trinity Church, secluded in a quiet square; and a short distance N. is the *Normal School.* The main building is in Palladian architecture, and contains a large hall. The Model Schools are near by, and so is the Educational Museum, which, besides many other curiosities, contains several casts from ancient statuary and a collection of Italian and Flemish paintings. These buildings are surrounded by 7½ acres of grounds, which are well laid out and adorned with trees and flowers. The Masonic Hall is on Toronto St., and has an ornate front of Ohio stone, while the upper story is occupied by the lodge, chapter, and encampment rooms. At the head of Toronto St. is the new and elegant building of the *Post-Office.* In the district bounded by King, York, Front, and Nelson Sts. are the large banks and wholesale houses. * **Osgoode Hall** is a stately Government building (on Queen St.) which is used for the sessions of the 4 Superior Courts of the Province, and also for a law school. It is in classic architecture, with fine colonnades and a massive and fire-proof interior. The cost was $ 420,000. Between Front St. and the harbor, and the most conspicuous object as the city is approached from the lake, is the long and lofty *Union Railway Station*, with its 3 towers. In this vicinity (N. W.) are the old Provincial Parliament Buildings and their subordinate offices. The *Upper Canada College* fronts on King St., and has a range of very homely buildings. **Trinity College** is W. of the city (Queen St. horse-cars), and is situated in pleasant grounds (20 acres) overlooking the bay. It is in the 15th-century pointed style, and has numerous gables and turrets. The front is 250 ft. long, and there are wings running back 53 ft. It was founded in 1851 by Bishop Strachan. In this vicinity is the spacious building of the *Provincial Lunatic Asylum*, surrounded by 200 acres of ornamental grounds, S. of which is the Crystal Palace, an extensive exposition building. The *General Hospital* is a fine building on the E. of the city, near the Victoria Medical College. The House of Providence (near St. Paul's, on Power St.) is carried on by 16 Sisters of St. Joseph and cares for 240 orphans and 110 blind, lame, or incurable folk. The *Loretto Abbey* (45 nuns; on Wellington Place) and the Convent of the Most Precious Blood (on St. Joseph St.) are interesting Catholic institutions.

Toronto means "Trees on the Water," and was a name applied by the Indians to the low groves on Gibraltar Point. On the site of the city the capital of Upper Canada was founded by Gov. Simcoe in 1797; and in 1813 it had 900 inhabitants, with fortifications garrisoned by 800 soldiers. It was then called Little York, and was a post of much importance. An American fleet under Com. Chauncey appeared off the harbor (May 27, 1813), and opened a heavy fire on the lines; while detachments of U. S. regulars landed and carried the outworks at the point of the bayonet. The British abandoned the chief fort in dismay, having first fixed a slow-match to the great magazine (containing 500 barrels of powder and an immense quantity of shot and shells). A terrible explosion followed, in which 52 Americans were killed, and Gen. Pike and 180 were wounded. Of the British garrison, 300 men were captured, and 149 were killed and wounded. Just after the capitulation Gen. Pike died, with the British fort-flag under his head. The Americans burnt the public buildings, and carried off the supplies and artillery, and a frigate which was taken in the harbor. York was evacuated by the victors 4 days after the battle. 2 months afterward another naval attack was made, and 11 British transports and 6 cannon were taken.

The Royal Mail Steamers of the Canadian Navigation Co. leave Hamilton daily at 9 A. M. and Toronto at 2 P. M. They reach Port Hope at 6.50 P. M.; Kingston at 5.30 A. M.; Gananoque at 7 A. M.; Brockville at 9.30; Prescott at 10.30; Cornwall at 1.20 P. M.; and Montreal at 6.45 P. M. State-rooms should be secured as early as possible, and travellers should be awakened on leaving Kingston in order to see the Thousand Islands. The Scarboro' Highlands are passed on the N., as the steamer leaves Toronto, and the first landing is at Darlington, a fine harbor and but little else, 2½ M. S. of Bowmanville, from which there is railroad communication to Port Perry, on the wide waters of Lake Scugog. Steaming out again upon the lake, at about supper-time the boat reaches **Port Hope** (*St. Lawrence Hall*), a picturesque village of Durham County. It is chiefly located in a narrow valley which is overlooked by the hill of Fort Orton, and is surrounded by a good farming country. The population is 5,400; with 3 banks, 3 weekly papers, and 7 churches. There is a neat park of 14 acres at the E. end of the village, and on the hill near by is *Trinity College* (an academy of high grade). The port owns a large fleet of schooners, which are engaged in freighting lumber and grain. A daily steamer runs to Charlotte (Rochester), N. Y.; and trains on the Midland Railway run N. W. to Beaverton and Orillia (66 and 87 M.), thriving villages on Lake Simcoe, connecting with steamers for the ports on Lakes Simcoe, Muskoka, and Rousseau. The Midland Railway also runs N. to Lakefield (40 M.), connecting there with steamers on the Salmon Trout, Buckhorn, Chemung, Pigeon, and Bald Lakes, "a chain of beautiful lakes stretching N. half-way to the Arctic Sea."

Cobourg is 7 M. beyond Port Hope, and is reached by late twilight. It is the capital of Northumberland and Durham Cos., and has 5,000 inhabitants, 7 churches, 2 banks, and 3 weekly papers. The buildings of *Victoria College* are in the N. environs; and the museum contains over 5,000 specimens, including a small Egyptian collection. It is a university (with 150 students) under control of the Wesleyan Church, and has a

law school at Montreal and a medical college at Toronto. There are 9 acres of grounds, and instruction is given by 5 professors. Cobourg is in the centre of a fertile farming country, and ships annually to the U. S. 30,000,000 ft. of lumber, 30,000 tons of iron ore, and 150,000 bushels of grain. There are daily steamers to Charlotte, N. Y.; and a railway runs N. 13 M. to Harwood, on the many-islanded Rice Lake, whence steamers ply, on Rice and Marmora Lakes, to Peterborough (tri-weekly; 30 M. N. W.) and Blairton. After leaving Cobourg, the steamer passes well out into Lake Ontario, to avoid the great peninsular county of Prince Edward, N. of which lies the Bay of Quinté. At early dawn Amherst Island is passed, and by daylight the broad harbor of Kingston is entered.

Kingston (*British American Hotel*) is the chief city of Frontenac County, and is favorably situated at the confluence of the Cataracqui and St. Lawrence Rivers, at the foot of Lake Ontario, and above the head of the Thousand Islands. It is a city of 13,000 inhabitants, with 12 churches, 2 small cathedrals, 2 daily papers, and numerous manufactories. The imports in 1871 were nearly $8,000,000, and the exports were $1,435,000. In the W. environs is the *Queen's University*, a Presbyterian institution, with faculties of arts and theology; near which is the Collegiate Institute (incorporated in 1792). The Royal College of Physicians has 11 professors. The Catholic College of Regiopolis has attractive buildings, and the Black Nuns and Christian Brothers conduct large schools. 2 M. W. is the *Penitentiary*, a first-class prison with 5–600 convicts, who are so employed that the institution is nearly self-supporting. The *Rockwood Lunatic Asylum* (3–400 inmates) is a fine building pertaining to the Dominion Government, situated near the Penitentiary. Kingston ranks, as a fortress, next to Quebec and Halifax, its harbor being defended by strong batteries, the chief of which is *Fort Henry*, on Point Frederick (the Dominion Military School). The principal streets are Princess and King, and the City Hall is a fine building. The bay is very broad and deep, sheltered by Wolfe and Garden Islands; and there are provisions for making here an extensive naval depot in time of war. At Kingston was built the powerful British fleet which played a bloodless and amusing (but costly) game of hide-and-seek with Chauncey's American squadron (see page 158). The city was founded by De Courcelles in 1672, and was subsequently named Fort Frontenac. It was occupied by the British in 1762, and became the capital of Upper Canada.

The Grand Trunk Railway station is 2 M. N. of the city (carriages, 25c.; 50c. at night), and has a large restaurant where through passengers dine (20 min.; 50c.). Ferry-steamers run to Garden Island 4 times daily, and to *Cape Vincent*, N. Y., where a connection is made with the Rome, W., and O. R. R. (see page 160). A railroad is being built to Pembroke, 148 M. N. on the Ottawa River; and the Rideau Canal runs from Kingston to the city of Ottawa.

The Thousand Islands.

"The Thousand Isles, the Thousand Isles,
Dimpled the wave around them smiles,
Kissed by a thousand red-lipped flowers,
Gemmed by a thousand emerald bowers.

"A thousand birds their praises wake,
By rocky glade and plumy brake.
A thousand cedars' fragrant shade
Falls where the Indians' children played."

Just beyond Kingston commences that part of the St. Lawrence River which is called the Lake of the Thousand Islands. It extends for 40 M., with a width in some places of 7 M.; and its surface is broken by over 1,800 islands and islets. These are of every shape and size, and are for the most part well covered with foliage; while many of them are but rugged masses of rock. The scenery in autumn, when the foliage has turned into its brilliant dying colors, is gorgeous in the extreme. As the steamer passes through the narrow channels of the archipelago, constant kaleidoscopic changes ensue, and group after group of gem-like islets start into view, shift their relative positions, and are left astern, while new clusters open in advance. Descending rapidly with the current, the boat often passes within biscuit-toss of the islands, and then swings into wider channels, with an open view on all sides. This region is celebrated for its fine facilities for hunting (wild fowl) and fishing. The boundary-line (of 1818) runs through the lake, leaving Howe and Wolfe Islands to Canada, and Carleton, Grindstone, and Wells Islands to the Republic. In the first 27 M. the lake decreases from 9 M. to 2 M. in width.

At least three imposing martial processions have traversed these island-gemmed waters. In July, 1673, the Count de Frontenac, Governor of Canada, led 2 gunbarges and 120 canoes from Montreal to Cataracqui (Kingston), with all the available militia of the French colony. He was attended by the Abbé de Fénelon, who was a missionary to the Iroquois Indians from 1667 to 1674, and afterwards became Archbishop of Cambrai (France), preceptor of the prince royal, and author of the famous epic, "*Les Aventures de Telemaque.*" In August, 1760, Lord Amherst led the Anglo-American army by this route to the Conquest of Canada. It consisted of 10,848 men, composed of the 44th, 46th, and 55th, and parts of the 60th, 77th, and 80th line regiments, with 600 grenadiers, 167 men of the Royal Artillery, 150 rangers, 706 Indians, 3 New York battalions, the 1st New Jersey Infantry, and several New England battalions. The forces were convoyed by the gunboats *Onondaga* and *Mohawk*. In November, 1813, Wilkinson's American army passed down the lake in 300 vessels, having 6,000 men from 11 regiments, with the Rifles, Light Artillery, and Dragoons.

Amherst Island is the most westerly of the group, and is well out in the lake (passed before reaching Kingston). It is an appanage of the Earl of Mountcashel, and contains over 5,000 acres of cultivated ground. On leaving Kingston, Fort Henry is seen on the l., with the martello tower on Cedar Island; and Garden Island is farther S. The steamer soon enters Kingston Channel, a broad sound between *Howe Island* (N.) and *Wolfe Island*, a populous district covering 9,000 acres, and provided with a steam-ferry to Kingston. S. of this (and 3 M. below Cape Vincent) is *Carleton Island*, which was fortified at an early date by the French. The British erected here a strong work called Fort Carleton about the time of the Revolution, and made the "King's Garden." The fort com-

manded the S. channel, and was partly cut in the rocky ledges, the stone being used for an escarpment. In 1775 it was held by a disciplined band of Mohawks, and in 1812 it was taken and destroyed by the Americans The island contains 1,274 acres, and has a lighthouse on the W.; while on the S. are the ruins of the fort and the graves of the garrison. Grenadier Island, the rendezvous of Wilkinson's army in 1813, is now a dairy-farm. The Cape Vincent shores were settled by a group of notable families of French refugees, headed by the Count de Real, Napoleon's Chief of Police; and this was to have been the home of Napoleon, if he had succeeded in escaping from France after the battle of Waterloo. The steamer passes through the clusters of islets between Howe's Island and the mainland, and stops at Gananoque, a flourishing village with 5 churches and several factories. It is situated at the outlet of the Gananoque River, and is 2½ M. from the Grand Trunk Railway. Many summer visitors remain here; while others cross in the steam-ferry to the American village of *Clayton* (see page 159), an important lumber-station at the mouth of French Creek. Many vessels have been built at Clayton; and here the lumber which is brought by vessels from the upper lakes is made into rafts, and floated to Quebec. The fishing in this vicinity is very fine, including pike, black bass, and enormous maskinonge. Steamers ply between Cape Vincent, Clayton, and Alexandria Bay. Passing out from Gananoque, the steamer now enters an archipelago of small islets extending to Wells Island. **Alexandria Bay,** a village of New York, S. of Wells Island, is the chief summer resort of the Thousand Islands. It has two fine hotels, — the * *Thousand Islands House* (600 guests), and the * *Crossmon House* (overlooking the lake and islands), with a large flotilla of pleasure-boats. "The Church of the Thousand Isles" is a stone building with an Italian campanile, built by the efforts of Dr. Bethune. The islets near the Bay are adorned with pleasant villas, in one of which (owned by Mr. Pullman, of palace-car fame) President Grant was entertained in the summer of 1873. The village is very small, and is built on a pile of gneiss-rocks by the river-side. The fishing among the islands is very good, and skilful boatmen are furnished if required. 7–10 M. S. E. are the romantic Lakes (Clear, Crystal, Mud, Butterfield, and Lake of the North) of Theresa, with good fishing, and shores and islands abounding in rare minerals.

The hamlet of Alexandria Bay has about 400 inhabitants, with Reformed and Methodist churches. It rose into prominence as a summer-resort about the year 1872, and in 1875 over 10,000 tourists sojourned here. In earlier years this locality was visited by W. H. Seward, Silas Wright, Martin Van Buren, Preston King, Gen. Dick Taylor, and Frank Blair. The usual routes are by the Rome, Watertown and Ogdensburg R. R. to Cape Vincent, 30 M. distant, whence the steamer *T. S. Faxton* runs to the Bay twice daily, touching at Clayton. Another branch of the same railroad runs to Ogdensburg, whence daily steamboats pass to the Bay (36 M.). The Utica and Black River R. R. runs to Clayton, whence the steamer *J. H. Kelly* runs to the Bay (12 M.); and a branch of the same line runs N. to Morristown, passing Redwood station, whence four-horse stages run to the Bay (7 M.), passing through Theresa. Visitors from the E., coming over the Central Vermont R. R., take the steamboat at Ogdensburg. The steamers of the Royal Mail line, running between Montreal and Toronto, touch at the Bay. The Crossmon House is provided with gas and water, and accommodates 300 guests. There is a fruit and refreshment hall attached, with news-stand and ice-cream saloon.

It is claimed that there are 1,000 islands within 6 M. of Alexandria Bay, varying in area from a few square yards to many acres. They are visited daily by a small steamboat, running as an express from the village, and carry passengers. Among the chief of the islets already occupied are Deer, Brown's, Summer Land, Long Branch, Cherry, Deshler, Florida, Plantagenet, Cuba, Arcadia, and Pullman's. There are more than a dozen varieties of trees, evergreen and deciduous, on these islets, affording a pleasant variety. It is claimed that Thomas Moore wrote a part of his famous "Canadian Boat-Song" on Hart's Island. *Fiddler's Elbow* is a remarkable and picturesque group of islets near the Canadian shore. The *Devil's Oven* derives its name from a small cavern into which boats may be rowed. Among the favorite grounds for fishing and hunting are Goose Bay, 3 M. below the village; Halstead's Bay, on the Canadian shore; and Eel Bay, at the end of Wells Island. **Wells Island** is opposite the village, and is 8 M. long, containing 4,000 acres, much of which is now under cultivation. It is divided into two parts, connected by a wooded isthmus, and between these sections is a broad expanse of still water, cut off from the river by another large island. This sheet is called the *Lake of the Island*, and is 5 M. long by 1 M. wide, abounding in fish and game. 500 acres on Wells Island have been secured by the Thousand-Island Camp-Meeting Associations, for annual international meetings. The adjacent promontories, on the New-York mainland, have also been occupied by villas and summer-estates.

The usual mode of fishing is by trolling, though some still-fishing is done. The pickerel are caught at all times, but the muscalonge are taken in June and July, and the bass in late June, July, and August. Forty-

pound muscalonge, twenty-pound bass, and six-pound pickerel have been caught in these waters. The seasons for shooting wild fowl are late spring and early fall, when ducks abound in this vicinity. Many visitors also amuse themselves by visiting the historic localities in the vicinity, guided by the skilful oarsmen of the village.

"No Vestal Virgin guards their groves,
No Cupid breathes of Cyprian loves,
No satyr's form at eve is seen,
No dryad peeps the trees between,
No Venus rises from their shore,
No loved Adonis, red with gore,
No pale Endymion, wooed to sleep,
No brave Leander breasts their deep,
No Ganymede, no Pleiades, —
Theirs are a New World's memories.

"The flag of France first o'er them hung,
The mass was said, the vespers sung,
The freres of Jesus hailed the strands,
As blessed Virgin Mary's lands;
And red men mutely heard, surprised,
Their heathen names all christianized.
Next floated a banner with cross and crown,
'T was Freedom's eagle plucked it down,
Retaining its pure and crimson dyes
With the stars of their own, their native skies.

"There St. Lawrence gentlest flows,
There the south wind softest blows,
There the lilies whitest bloom,
There the birch hath leafiest gloom,
There the red deer feed in spring,
There doth glitter wood-duck's wing,
There leap the muscalonge at morn,
There the loon's night song is borne,
There is the fisherman's paradise,
With trolling skiff at red sunrise.

"The Thousand Isles, the Thousand Isles,
Their charm from every care beguiles;
Titian alone hath grace to paint
The triumph of their patron saint,
Whose waves return on memory's tide;
La Salle and Piquet side by side,
Proud Frontenac and bold Champlain
There act their wanderings o'er again;
And while their golden sunlight smiles,
Pilgrims shall greet thee, Thousand Isles!"

In July, 1813, the small American war-vessels *Neptune* and *Fox* captured a brigade of British batteaux off these shores. They were pursued into Cranberry Creek, and succeeded, after a sharp skirmish, in repulsing the enemy with considerable loss. In Nov., 1813, the vanguard of Wilkinson's army was attacked by British gunboats near Bald Island (2 M. below the Bay). Some confusion was occasioned at first, but the assailants were soon put to flight. In June, 1814, a party of American naval officers and men surprised the British gunboat *Black Snake*, near the Bay, and carried her by boarding. Frequent cruises were made among the islands by the smaller vessels of Com. Chauncey's fleet, and by a British flotilla composed of the *Prince Regent*, 10, *Earl of Moira*, 18, and *Duke of*

Gloucester, 20. In 1838 a band of insurgents under William Johnson encamped on Abel's Island, and hoisted the flag of Free Canada. While the British passenger-steamer *Sir Robert Peel* was taking in wood at Wells Island, they boarded her, drove the passengers ashore, and set her on fire. She burned to the water's edge, at Peel Island. The band soon dispersed, and heavy rewards were offered by both governments for the capture of the authors of the outrage on the *Peel*. Johnson hid among the islands, and remained there for several months, frequently changing his location to avoid his pursuers. During all this time he was supplied with food by his daughter Kate, "the heroine of the Thousand Islands," a lovely girl only 18 years old, who rowed out alone by night to his secret haunts, and baffled all pursuit. Being finally captured near Ogdensburg, he was incarcerated in Albany jail, and his daughter chose to remain there with him. After 6 months he escaped, and was pardoned by President Harrison. Thereafter for several years he was keeper of the lighthouse on Rock Island, from whose lantern 70 islands are visible.

Beyond Alexandria Bay Bathurst Island is passed, and then the lake widens between Yonge and the deeply indented shores of Hammond. Scores of rocky islets are seen on every side, in constantly changing groups. The hamlet of Oak Point is seen on the S., and then *Brockville* is reached. This is a village of 5,500 inhabitants, with 7 churches, and 2 weekly papers. It is built on a ridge rising from the river, and overlooks the islands. The annual shipments to the U. S. amount to 45,000,000 ft. of lumber, and 6,000 tons of hematite iron ore. The Grand Trunk Railway passes through the place, and the Brockville and Ottawa Railway runs N. to Perth, Renfrew, and Ottawa (73 M.). Near Brockville it traverses a tunnel 1,000 ft. long, cut in the solid rock. There are 2 small steamers kept in the harbor, with which frequent excursions are made among the islands, and to the St. Lawrence Park. A steam ferry-boat runs between Brockville and *Morristown* (N. Y.) every half-hour. Morristown is a quiet village 4–5 M. from Black Lake, an uninteresting sheet nearly 20 M. long. (The Utica & Black River R. R. ends here.)

Off this point a fleet of small vessels was attacked by Canadian partisans in 1812, and 2 were captured. Later in the war there was an indecisive cannonade of 3 hrs. duration here, between the American war-vessel *Julia* and the British *Earl of Moira*. In Feb., 1813, Capt. Forsyth and 200 men crossed to Brockville on the ice, and took 50 British prisoners, releasing also 52 Americans from captivity.

Below Brockville the Thousand Islands are left, and the steamer enters the open river (2 M. wide). Maitland, with its great deserted distillery, is passed on the l., and the port of Prescott (13 M. from Brockville) is reached. **Prescott** (*Daniel's Hotel*) is a sombre stone-built village of 3,000 inhabitants, with 4 churches and 2 weekly papers. There is a considerable wharf-frontage, but the chief business is done by a great distillery and brewery. The dilapidated bastions of Fort Wellington are seen on the E., and farther down is the old windmill of 1838. The Grand Trunk Railway is nearly 1 M. from the village, and the St. Lawrence and Ottawa Railway (see Route 15) begins at the river-side. The river is 1 M. wide at this point, and opposite Prescott (steam-ferry every 15 min.; 10c) is the prosperous American city of **Ogdensburg** (*Seymour House;*

Woodman House). This city is at the confluence of the St. Lawrence and Oswegatchie Rivers, and is regularly laid out and handsomely built, its streets being so completely lined with trees as to have won for it the name of "The Maple City." The *U. S. Post-Office* occupies a new and elegant building (with a high dome), which cost $300,000. On the W. of the Oswegatchie, and near the site of Fort Presentation, is the great St. Jean Baptiste Church. There are nearly 2 M. of wharves along the water-front, terminated on the E. by an immense grain-elevator. 10,000,000 bushels of Western grain pass this point yearly, en route to New England. The city has peculiar commercial advantages from being at the foot of sloop navigation on the great lakes; and connections are formed with Central N. Y. and New England by efficient railroads. Extensive flour and lumber mills are located here. The population is over 12,000.

"30 Sept., 1748. The Abbé Piquet departs from Quebec for Fort Frontenac. He is to look in the neighborhood of that fort for a location best adapted for a village for the Iroquois of the Five Nations, who propose to embrace Christianity." (*Paris Doc.*, X.) He chose the present site of Ogdensburg for his settlement, and built a stone house and a 5-gun fort, which he named *La Presentation*, in a situation "where a beautiful town could hereafter be built." In 1749 the settlement was destroyed by hostile Mohawks, but was speedily reoccupied and garrisoned. Piquet erected a 4-towered fort, with 18 cannon, under whose protection clustered 5 Indian villages, with 3,000 inhabitants. "People saw with astonishment several villages start up all at once; a convenient, habitable, and pleasantly situated fort; vast clearances covered almost at the same time with the finest maize. More than 500 families, still all infidels, who congregated there, soon rendered this settlement the most beautiful, the most charming, and the most abundant of the colony." (*Lettres Curieuses et Edifiantes.*) In 1754–58 "these new children of God, of the King, and of M. Piquet," fought valiantly under the Abbé's command at the battles on Lake George and at Fort Duquesne (Pittsburgh). Duquesne said "the Abbé Picquet is worth 5 regiments"; and Montcalm called him "the patriarch of the Five Nations." Hocquart and others speak of him as "the Apostle of the Iroquois"; while the Anglo-Americans preferred the title, "the Jesuit of the West." He was an Abbé of the order of St. Sulpice, a Doctor of the Sorbonne, and King's Missionary and Prefect Apostolic to Canada. After the Conquest of Canada in 1760, he led 25 Frenchmen in an adventurous flight up the unexplored great lakes, thence descending the Mississippi to New Orleans. He was received with great pomp at Rome, and became Canon of Bourg (France), residing at the Abbey of Cluny until his death, in 1781. The Indian settlement dwindled away until early in the present century, when it was broken up.

La Presentation was garrisoned by 3 royal regiments in 1776, and an American attack was repulsed in 1779. It was held by the British "to protect the fur-trade," until 1796, when it was given up under Jay's Treaty. In Oct., 1812, a British attack on the place was repulsed, and one gunboat was sunk; but in Feb., 1813, the Glengary Light Infantry crossed from Prescott on the ice, and after losing 56 men, drove out the militia, and carried off 11 cannon and a large amount of stores. The village was incorporated in 1817, and was named for Samuel Ogden, its proprietor. In Nov., 1838, a large number of adventurous men congregated here, under the command of one Von Schultz (a Polish refugee), and fortified themselves in a stone windmill on the river-bank 1 M. below Prescott. The object was to furnish a centre and rallying-point for the discontented Canadians, and to precipitate a general revolt throughout the provinces. The British regulars and loyal militia soon attacked the invaders by cannonade, but the massive walls of the windmill were proof against field-artillery, and an assault was ordered. The storming party was repulsed with heavy loss by the 180 men in the mill, and then regular siege operations were begun, while retreat by the river was cut off by gunboats. In a few days the starving rebels surrendered, and Von

Schultze and 9 men were hung, while 60 more were transported to Van Dieman's Land; 56 were pardoned; 18 were released, and others died of their wounds. It was the last act of the so-called Patriot War.

Prescott is 221 M. from Toronto and 112 M. from Montreal, by the Grand Trunk Railway; and 54 M. from Ottawa, by Route 15. Besides being a regular station of the Royal Mail steamers, it is visited daily by boats from and for other river-ports. Ogdensburg is 118 M. from Rouse's Point, by the O. & L. C. R. R (Route 14); and 142 M. from Rome and 129 M. from Oswego, by the R., W. & O. R. R. (Route 25). Steamers leave for various river-ports daily.

The propellers of the Northern Transportation Co. leave daily at 1 P. M. for the Western Lakes. The tour of the lakes by this line costs but little, and is often undertaken by travellers whose time is not much limited. There is but slight danger of rough water (except occasionally for a few hours on Lake Erie), and the boats remain several hours in each of the lake-ports, giving ample time for visiting their principal attractions. The times, ports, and fares from Ogdensburg (including state-rooms and meals for first-class passengers) are, — at Brockville, Can., at 2.15 P. M., 1st day, remaining 15 min.; at Alexandria Bay, N. Y. ($1.50), 5 P. M., 15 min.; at Clayton, N. Y. ($2), at 6.45 P. M., 15 min.; at Cape Vincent, N. Y. ($2.50), at 10 P. M., 30 min.; at Oswego, N. Y. ($3), at 4.30 A. M., 2d day, 5 hours; at Port Dalhousie, Can. ($6), at 3 A. M., 3d day, 1 hr.; at St. Catharine's, Can. ($6.50), at 7 A. M. The propeller now enters the locks of the Welland Canal, and takes 9 hrs. to go to Thorold, 2 M. distant. Carriages are in waiting to convey passengers to Niagara Falls, 8–9 M. distant ($1 each for parties of 4 or more to go and return). 4 hrs. are allowed at the Falls, the carriages return over the Lundy's Lane battle-field, and the boat is boarded at Thorold. Leaving Thorold at 4.10 P. M., Port Colborne, at the S. end of the canal, is reached at 7 P. M. Cleveland, Ohio (fare from Ogdensburg, $10), is entered at 9 A. M., the 4th day, and the boat remains there 4 hrs. At Detroit, Mich. ($10), 3 A. M., 5th day, remaining 2–3 hrs.; at Port Huron, 5. P. M.; at Duncan City, 10 A. M., 6th day; at Glen Haven, Mich. ($15), at 6 P. M., 6th day; at Milwaukee, Wis., at 9 A. M., 7th day (remaining 4 hrs.); and at Chicago, Ill. ($15), at 8 P. M., on the 7th day. The 2d-class fares (separate cabin) are ½ the above rates, but provisions are not furnished.

As the Royal Mail Steamer passes out from Prescott, the St. Jean Baptiste Church, the Post-Office dome, and the railway grain-elevator are seen conspicuously in Ogdensburg. Fort Wellington is on the l., and the historic Windmill Point is soon passed. About 3 M. below Prescott *Chimney Island* is seen. This was anciently called Oraconenton by the Indians, and was named *Isle Royale* by the French, who built upon it Fort Levis, mounting 35 cannon. In 1760 it was invested by Amherst's army of 10,000 men and was assailed by his fleet. After 5 days of bombardment, the fortress surrendered, about 100 men having fallen on both sides. The island was a rendezvous for the Indian bands who harried N. Y. during the Revolution; but it has long been deserted, and its sturdy ruins have given it the name of Chimney Island. To the S. on the N. Y. shore is Indian Point, where the Oswegatchie Indians dwelt; and where the Count de Frontenac encamped with his forces in 1673, when he sent Fénelon on a mission to the Iroquois. On the N. Y. shore is Red Mills, a village of Lisbon town, and off Point Cardinal (on the N.) the first rapid is entered (*Gallopes Rapids*). The channel next leads between Point Iroquois (N.) and Ogden Island. The *Rapide de Plat* is then descended, and the steamer passes the Canadian village of Morrisburgh, from which a ferry-boat runs frequently to Waddington, N. Y. 30 M. below Ogdensburgh is Louisville, N. Y., where the American steamers stop. Stages

run from this point to **Massena Springs** (7 M.), which are also reached by stage from Brasher Falls (10 M.) or Potsdam Junction (14 M.), on Route 14. (See page 128.)

A short distance below Gooseneck Island (and on the N. shore) is *Chrysler's Farm*, where an American army of 6,000 men was attacked, Nov. 11, 1813, by a British force. The Americans were commanded by the incompetent Wilkinson, and had descended the river from Lake Ontario to attack Montreal. After losing 339 men in the fight (British loss, 196), Wilkinson retreated, gave up the advance, and retired to winter-quarters at French Mills (Fort Covington), where terrible losses were occasioned by sickness and lack of supplies. The winter-encampment cost the Republic $800,000, and was followed by an imbecile retreat in which vast amounts of stores were destroyed. The collapse of this expedition was attributed to the failure of Gen. Wade Hampton (of S. Carolina) to bring up his division of the army in time.

The steamer next passes Farran's Point, and stops at Dickinson's Landing (N. shore). At this point begin the **Long Sault Rapids,** which are 9 M. long, with a fall of over 48 ft., and are divided by a chain of islands into the S. Channel (the usual route) and the N. Channel (formerly called the Lost Channel, from a belief that it led to inevitable destruction). The rapids are not continuous, and reaches of level water alternate with white and billowy inclines. The passage of a lumber-raft down these wild waters affords an exciting spectacle, and calls forth great skill and activity on the part of its crew. Boats ascend this incline by means of the Cornwall Canal (N. shore), which is 11 M. long.

In 1603, "in a skiff with a few Indians, Champlain essayed to pass these rapids, but all efforts proved vain against the foaming surges, and he was forced to return." The first steamboat to descend was guided by an Indian (in 1840), and Indians are still frequently used as pilots. No fatal accident has ever happened to steamers in the rapids, as great power is applied to the steering apparatus and a strong gang of men manœuvres it.

At the foot of the rapids is **Cornwall** (*Dominion Hotel*), a large village which was settled by American loyalists and disbanded Hessians after the Revolution. It has 2,500 inhabitants and 5 churches, and runs several cotton-mills with the rapids' water-power. The Grand Trunk station is 1 M. N., and 3 lines of steamers stop at the port. A ferry-boat also runs to **St. Regis,** a large Indian village on the S. shore.

The Sachem Monoco, with 400 warriors, attacked Groton, Mass., in 1676 (see Osgood's *New England*, page 105), and carried away to Canada (among other captives) 2 young children of the Tarbell family. Having been brought up in Indian ways, in due time they married squaws; but being radical in their ideas, they were forced to leave the tribal village. Going forth with their families, they founded a new home on the St. Lawrence. Hither came Father Gordon in the year of the Conquest (1760), leading a colony of Christian Mohawks; and he named the new village and the river near it *St. Regis*, in honor of a canonized Jesuit missionary to the poor (born in Languedoc in 1597). The St. Regis Chief Louis (born at Saratoga in 1740, wounded at the Battle of Lake George in 1756, and a combatant at the defeats of Braddock and Abercrombie) visited Washington at Cambridge in Aug., 1775, and received from him a silver pipe inscribed "G. W." In Jan., 1776, he led a party of warriors to Cambridge, and was commissioned colonel in the Continental army. He rendered valuable service in the Revolution and the War of 1812, and was buried at Buffalo, with military honors, in 1814. Oct. 12, 1812, the Troy militia surprised and captured at St. Regis a company of British

regulars, and were soon afterward captured themselves, and exchanged for their whilom prisoners. In 1826 an envoy from St. Regis visited Rome, and was presented by the Pope with some rich silver plate and jewels for the church (all of which were afterwards stolen in N. Y. City); while Charles X. of France gave him 2 costly paintings (St. Regis preaching, and St. Francis Xavier with St. Louis), which are now in the church. In 1848 a Methodist church was established, as the fruit of a revival. Since the War of 1812 the tribe has been divided into the British and the American parties. The national boundary-line passes through the village, and the Indians receive annuities from both governments (by ancestry, and not with regard to location). The reservation includes 22 square M., and is mostly held in common, the people living by hunting and fishing, and by making moccasons, baskets, and bead-work. The village is strikingly dirty, and abounds in puppies and children (the population is increasing). The Catholic Church is a venerable structure, with walls 4 ft. thick, and an interior well adorned, and containing the royal paintings. The preaching is in Mohawk, and the festival of Corpus Christi is observed with great pomp. *Hogansburg* (small inn) is a hamlet 2 M. distant, on the St. Regis River, in whose churchyard the Rev. Eleazer Williams was buried, after serving here for several years as an Episcopal missionary. There was a mystery as to the fate of the son of Louis XVI. of France, and numerous physical and other coincidences indicated that Williams was the prince. A book ("The Lost Prince") was published about him; and great excitement was caused by the popular question, "Have we a Bourbon among us?"

Below St. Regis both shores are Canadian, and the river expands into **Lake St. Francis** (5½ M. wide, and 25 M. long), which is dotted with islets. On the N. shore is Lancaster; and at the outlet is the sombre French village of *Coteau du Lac*, at the head of 11 M. of rapids (83 ft. fall), called the Coteau and the Cedar Rapids and the Cascades. At the foot of these rapids is the village of *Beauharnois*, where vessels enter the Beauharnois Canal (S. shore; 11 M. long, with 9 locks). Opposite this point is the mouth of the Ottawa River and the *Isle Perrot*, where Amherst encamped in 1760, after losing 64 boats and 88 men in the Cedar Rapids. Here the steamer enters **Lake St. Louis** (12 × 5 M.), with St. Clair on the N. shore, and the high and peculiar Nuns' Island (an appanage of the Gray Nunnery at Montreal) on the r., 5 M. below Beauharnois. Near the Nuns' Island, on the S., is *Chateaugay*, at the mouth of the Chateaugay River, where De Salaberry, Seigneur of Chambly, defeated, with a small force, the incompetent American Gen. Wade Hampton (Oct., 1813), and his fine army. The steamer next reaches Lachine, opposite which is the populous Indian village of *Caughnawaga*, inhabited by the orderly and indolent descendants of the Six Nations.

During the Rebellion of 1837, a body of armed insurgents surrounded the villagers at service in the church; but the chief and his people fell upon the rebels, disarmed and bound them, and sent them to Montreal. In the church hangs the celebrated bell of Deerfield. This bell was bought (in France) for the church late in the 17th century, and was in a vessel which was captured by a Massachusetts cruiser. It was hung in the Puritan church at Deerfield, Mass.; and the Indians, knowing the fact, attacked the place in 1704, killed 47 of the people, and carried 180 into captivity. The victorious crusaders carried the bell on poles through the forest to the site of Burlington, Vt., where they buried it. The following year priest and people went forth and brought the bell in triumph to Caughnawaga, first cleansing it by solemn rites from its Puritan contaminations.

The ***Lachine Rapids** are now entered. "Suddenly a scene of wild confusion bursts upon the eye; waves are lashed into spray and into breakers of a

thousand forms by the submerged rocks which they are dashed against in the headlong impetuosity of the river. Whirlpools, a storm-lashed sea, the chasm below Niagara, — all mingle their sublimity in a single rapid. Now passing with lightning-speed within a few yards of rocks which, did your vessel but touch them, would reduce her to an utter wreck before the crash could sound upon the ear; did she even diverge in the least from her course, — if her head were not kept straight with the course of the rapid, — she would be instantly submerged and rolled over and over. Before us is an absolute precipice of waters; on every side of it breakers, like dense avalanches, are thrown high into the air. Ere we can take a glance at the scene, the boat descends the wall of waves and foam like a bird, and a second afterwards you are floating on the calm, unruffled bosom of 'below the rapids.'" The steamer now passes under the *Victoria Bridge, and moves up to the pier at

Montreal (page 121).

29. Syracuse to Rochester.

By the Auburn Division (Old Road) of the N. Y. Central and H. R. R. R. Stations, Syracuse; Camillus, 8 M.; Marcellus, 10; Skaneateles, 17; Auburn, 25; Cayuga, 36; Seneca Falls, 41; Waterloo, 44; Geneva, 51; Phelps, 59; Clifton Springs, 63; Canandaigua, 74; Farmington, 80; Pittsford, 94; Rochester, 102.

The train soon enters the rolling limestone highlands of Camillus, and passes the stations of Camillus, Fairmount, Marcellus, Halfway, and Skaneateles Junction. From the latter a branch track runs 5 M. S. to Mottville and Skaneateles (*Packwood House*), a brisk village much visited in summer, and situated at the foot of the lake of the same name (meaning "beautiful squaw"). ***Skaneateles Lake** is the most picturesque of the lakes of Central N. Y., and is 16 M. long, with a width of 1 M. It is 860 ft. above the sea, and its S. half is bordered by lofty hills 1,200 ft. above the waters, which take a deep-blue tint between these abrupt shadowing ridges. The village of *Glen Haven* is a quiet summer resort under the hills near the S. end of the lake, and a small steamer runs irregularly along its waters. 8–10 M. S. E. of Skaneateles is the hamlet of *Amber*, at the foot of the romantic and sequestered **Otisco Lake**, which is 4 M. long, and lies in a deep valley bordered by hills 1,700 ft. high. The lake is 772 ft. above the sea.

The main line passes Sennett and then enters **Auburn** (*St. James Hotel*, $3, Genesee St.; *Osborne House*, State St., near the station. Horse-cars on E. Genesee St. from Exchange St. to Seward Ave.; also on State, Franklin, and Genesee Sts. Reading-room, Y. M. C. A., 12 North St. Amusements at Academy of Music, North St.). Auburn, the capital of Cayuga County, is situated in a fertile farming country, and is on the Owasco Outlet, which furnishes water-power for its numerous factories. It is one of the handsomest of the minor cities of N. Y., and is famous for its public institutions. There are 17,225 inhabitants, with 5 banks, 17 churches, and 2 daily and 4 weekly papers.

The **Auburn State Prison** was established in 1816, and covers 18 acres of land. The main building is 387 ft. long, and is connected with the prison-shops, where the convicts work for contractors. The average number of convicts is 950, and in 1870 the expense of the prison was $167,000, its earnings amounting to

$132,000. The premises are near the R. R. station, and are enclosed by a stone wall 30 ft. high. Adjoining the prison is the Asylum for Insane Convicts, with extensive stone buildings.

On Genesee St. (the principal street of Auburn) is the *Court House* of Cayuga County, a fine stone building surmounted by a dome which is surrounded with Ionic columns. Fort St. leads to the pretty cemetery on Fort Hill (an ancient Indian mound), whose most interesting point is the grave of Seward. The costly and elegant churches of St. Peter (Episcopal) and St. Mary (Catholic) are at this end of the city, and the imposing First Presbyterian Church is on North St., near the quaint little City Hall and the spacious Church of the Holy Family. The *Presbyterian Theological Seminary* is situated in the N. E. part of the city, and occupies a large stone structure of 166 ft. frontage, N. of which is a new and costly library building. This school was founded in 1820, and is of high repute among the Presbyterians. It has 5 professors, 40 students, and a library of 4,000 volumes. The Orphan Asylum is on Wall St., and the State has just completed a large armory on State St. *South St.* is lined with fine mansions, among which is the old Seward home (near Genesee St.).

William Henry Seward (born at Florida, N. Y., May 16, 1801) was for nearly 50 years a resident of Auburn. He graduated at Union College in 1820, and soon gained a high reputation as a criminal lawyer. Favoring internal improvements and secular education, he was made Gov. of N. Y. in 1838 and 1840, and was a U. S. Senator from 1849 to 1861. He opposed the Native-American party, and was a chief founder of the Republican party, holding that "the antagonism between freedom and slavery is an irrepressible conflict between opposing and enduring forces." He would doubtless have been the President of the U. S. in 1861–65, but for the hostility of Horace Greeley, who worked against him in the Republican convention. He was Secretary of State throughout the perilous years of the Great Rebellion, and by his bold and skilful diplomacy Mexico was delivered from French occupation, and threatened foreign interventions in behalf of the insurgent American States were averted. In 1865 he was attacked at his house by an assassin, who inflicted upon him several terrible wounds. Mr. Seward was Secretary of State under President Johnson, and fearlessly sustained the Executive's reconstruction policy against the sentiment of the whole country. After 1869 he made a long triumphal journey around the world, by way of California, India, Egypt, and France; and in 1872 (Oct. 10) he died, at the Seward mansion, in Auburn.

Owasco Lake is 2½ M. S. of Auburn, and is much visited in summer (stages from the city). It is possible that the steamboat service between Owasco and Moravia will be resumed in the summer of 1876. The lake is 758 ft. above the sea, and is bordered by bold bluffs and in part by the rich savannas known as the Owasco Flats. The lake is 11 M. long and less than 1 M. wide, and extends S. from the hamlet of *Owasco* (Bennington House) to the prosperous village of *Moravia* (Skidmore House), near the Mill Brook Falls and the Dry Falls, whose cascade is invisible in summer. The rural town of Scipio is on the W. shore of the lake, and is much frequented by summer boarders. The Southern Central R. R. lies along the W. shore. From Auburn the train runs W. 10 M. to *Cayuga,* whence steamers and a railway run S. upon and alongside of

Cayuga Lake (see page 207). As the train crosses the long bridge over the outlet the lake is seen on the l. Station, **Seneca Falls** (*Hoag's Hotel*, $2.50), a factory village at the Falls (51 ft.) of the Seneca River. There are here nearly 6,000 inhabitants, 2 papers, 2 banks, 6 churches, and large manufactories of steam fire-engines, woollens, iron, yeast, and pumps. To the N. is Tyre, whose surface is divided between long drift-ridges and the low Montezuma Marshes. Seneca Falls is the scene of Bayard Taylor's novel of "Hannah Thurston"; and here Mrs. Amelia Bloomer began the so-called reform in feminine apparel which has since borne her name. Station, **Waterloo** (*Towsley House*), a prosperous manufacturing village with 4,000 inhabitants, 7 churches (2 of which are very attractive), and 2 banks. The Court House of Seneca County is a handsome building; and Waterloo is further noted for its shawls and farming-machinery. 6 M. beyond the train passes along the foot of Seneca Lake, and stops at Geneva (see Route 31). The train runs now N. W. to **Clifton Springs** (*Foster House*, $3 a day; **Clifton Springs Sanitarium*). The copious sulphur springs in this vicinity have attained much celebrity as remedial agents in cases of bilious and cutaneous disorders. The principal ingredients are the sulphates of lime, magnesia, and soda, the carbonates of lime and magnesia, and the chlorides of sodium, calcium, and magnesium. The waters began to be used in 1806; and since 1850 Clifton has become the foremost resort on the Central Railroad. The Sanitarium is conducted by its founder, Dr. Henry Foster, on a unique plan. It is maintained that spiritual regeneration should precede physical rehabilitation; and that the restoration of the soul to harmony with God and a placid and restful faith will powerfully aid in the work of restoring the body to its normal health. After leaving Clifton Springs the train runs W. across Manchester.

In this town Joe Smith claimed to have found the golden plates, on which, in an unknown language, were inscribed the writings of the Hebrew prophet Mormon. It was asserted that Mormon (under Divine command) had written an abridgment of the sacred history and prophecies, the advent of the gospel among the Jews, and the final ruin of that nation. Mormon left his records to be concealed by his son Moroni, who buried them in "the hill of Cumorah," where Smith afterwards found them.

At Shortsville the train turns S. and soon reaches **Canandaigua** (*Canandaigua Hotel*, large and commodious, $2.50; *Webster House*), a pleasant village of nearly 5,000 inhabitants, with 7 churches, 2 papers, a bank, and 2 academies. There are 2 orphan asylums; and Brigham Hall (1 M. W.) is a private insane asylum for 70 patients. In the old court house is the Wood Library and Museum. The Court House of Ontario County is situated on a hill near and N. of the R. R., and is adorned with an Ionic portico and a graceful dome, on which is a statue of Themis. In one of the court-rooms are 26 portraits of the chief pio-

neers of Ontario County. The broad main street of the village runs N. by embowered mansions and fine churches, and on the S. it runs to the shore of **Canandaigua Lake,** nearly 1 M. from the Court House. Steamers leave the village several times daily and run down the lake to *Woodville* (16 M.; fare, 75c.), touching at Seneca Point, the seat of the summer hotel called the *Lake House.* The bluffs here are 3 – 400 ft. above the water, and overhang pleasant glens. Stages run from Woodville to Naples (4 M.), a busy village in a hilly country which is studded with vineyards. E. of Naples are Italy and Jerusalem; and S. W. is Blood's Station, on the Erie Railway. Canandaigua Lake is 16 M. long, and 668 ft. above the sea. There are 2,000 vineyards around its borders. The S. shores are lofty and bold, and many summer visitors are attracted here by the quiet beauty of the scenery.

Canandaigua is the N. terminus of the Northern Central R. R., which runs S. to Elmira (69 M.), Harrisburgh (240 M.), and Baltimore (325 M.).

Running out from Canandaigua to the N. W. the Rochester train passes W. Farmington and Victor, which is on the site of the Iroquois village of *Gannagaro,* destroyed by French troops under the Marquis de Nonville. The line then traverses Pittsford and the garden-like plains of Brighton, and enters

Rochester (see page 171).

Canandaigua to Buffalo and Niagara.

By the Tonawanda, Batavia, and Canandaigua Div. of the N. Y. Central R. R., and the Buffalo and Suspension Bridge Div. To Buffalo, 86 M.; to Niagara, 91 M.

The line runs W. across an open farming country. Stations, E. Bloomfield (¾ M. from the village), W. Bloomfield (1½ M. N. of the village), and Honeoye Falls, a brisk factory town on Honeoye Creek. Beyond W. Rush the line crosses the Rochester Div. of the Erie Railway, the Genesee River, and the Genesee Valley Canal. At Caledonia the Attica Div. of the Erie Railway is approached, and it runs parallel with the present route to Batavia (17 M.). Station, **Le Roy** (*Eagle Hotel*), a village on Oatka Creek, and the seat of *Ingham University,* a school for young ladies, with 14 instructors and 186 students. The *Staunton Conservatory* is a massive stone building in which are kept numerous cabinets of minerals and S. American curiosities, together with a gallery of paintings (mostly by Staunton). Stations, Stafford, Batavia (see page 175), E. Pembroke, Richville (S. of the Tonawanda Reservation), Akron, Clarence, and Getzville; beyond which the train reaches Tonawanda, where connections are made for Buffalo or Niagara.

30. Cayuga Lake and Ithaca.

Ithaca is reached from New York by the Erie Railway to Owego (236 M.), and thence by the Cayuga Div. of the D. L. and W. R. R. (34½ M.). Trains run N. E. from Ithaca to Cortland, connecting with a railroad to Syracuse; and a new line runs from Ithaca N. W. across Seneca County to Geneva (40 M.). The N. Y. Central R. R. (Old Road) touches Cayuga Lake on the N.; and the best route from Philadelphia is by the N. Penn., Lehigh Valley, and Ithaca and Athens R. Rs.

The Cayuga Lake R. R. runs N. from Ithaca, along the E. shore. *Stations,* Ithaca; Norton's, 6 M.; Taughkannock, 11; Lake Ridge, 13; Atwater's, 16; King's Ferry, 18; Willett's, 22; Aurora, 25; Levanna, 28; Union Springs, 32; Cayuga, 38.

Steamers leave Ithaca at 7 A. M. and 1 P. M.; and, returning, leave Cayuga at 8 and 2. They stop at Norton's, Taughkannock, Trumansburgh, Lake Ridge, Atwater's, Kidder's Ferry, Shelldrake Point, Aurora, Levanna, and Union Springs.

Ithaca (* *Ithaca Hotel; Clinton House*) is a village of nearly 12,000 inhabitants, situated on level lands near the head of Cayuga Lake. The streets are abundantly shaded by trees; and De Witt Park, near the centre of the village, is a pleasant square of trees and lawns. In this vicinity (on Tioga St.) is the *Cornell Library*, in a spacious building, which also contains the Post-Office, lecture-hall, and De-Witt Guards' armory. The library has over 12,000 volumes, and is free, being much patronized by the people of Ithaca. The scenery in the vicinity of Ithaca is of the highest order of beauty; and it is said that there are 150 cascades and waterfalls within ten miles.

The * **Ithaca Gorge** is less than 1 M. from the village, and is entered from the iron bridge at the N. end of Aurora St., by turning to the r. by a rustic lodge. Refreshments may be obtained here, and 25c. is paid for entering the Gorge. The path has been made for the most part by cutting and blasting out a way in the side of the cliffs, and iron railings protect the more dangerous points. This ravine contains more waterfalls than are found in any similar space in the State, and Fall Creek descends here 400 ft. in 1 M. Numerous fine view-points may be found by short divergences to the r. of the path. The first fall is the celebrated * **Ithaca Fall**, where the creek (150 ft. wide) plunges down 160 ft. into a deep broad basin. A fine view is gained from the Point of Rocks, whence the path ascends a rock stairway cut in the cliffside to the *Plateau*, a broad moss-covered shelf at the top of the Fall, with pine-trees forming a shelter. *Promontory Point*, 40 ft. above the Plateau, and on the open cliff, is next reached, and affords a rich view over the broad valley and the village. From this point a workman once fell to the Basin, 200 ft. below, and escaped without broken bones. A rock stairway now leads up to *Cliff Rock*, which gives another fine valley-view. The lofty cliffs which line the gorge are followed by a path far above the stream, until a shady pine grove is passed, and the pleasant Moss Level is reached, over the bright *Forest Fall*. Between the Ithaca and Forest Falls, a singular tunnel entrance is seen in the base of the opposite cliffs. This tunnel is cut through the solid rock, 200 ft. long, and 15 ft. wide and high, and is used to carry water to the mills in Fall Creek village. The work was done by young Ezra Cornell, in 1830. The Spray Path leads down from Moss Level to the *Inferno*, at the base of the Forest Fall. Just above the Moss Level the path reaches the *Foaming Fall*, a sheer plunge of 30 ft., with lofty cliffs beyond. *Rocky Fall* (55 ft.) is a little way farther on, and some of its surplus water runs a turbine-wheel which pumps up water to the top floors of the University buildings, on the S. bank. The

work is accomplished by an endless wire cable and a gang of pumps. Passing now along the Sylvan Stream path, the *Coliseum* is reached, a wide curve of the bare cliffs on N. and S., in whose centre is a deep cleft through which the resounding *Triphammer Falls* plunge down into a dark basin. The S. cliff is now ascended, by a spiral wooden staircase of 68 steps, to the picnic resort called Triphammer Grove. From this point the path descends to the stream at the roaring *Flume Falls*, just above which is the Beebe Dam. The path continues up the gorge for ½ M. farther to the factory village of Free Hollow. Many persons prefer to cross the bridge over Flume Falls, and ascend to the University buildings by a path up the S. bank.

The * **Cornell University** is located on the heights E. of Ithaca, and 400 ft. above Cayuga Lake. The buildings form the widely detached sides of a quadrangle embracing the sharply outlined plateau between the deep gorges of the Fall and Cascadilla Creeks, and the estate covers over 200 acres. *McGraw Hall* is the most conspicuous of the buildings, and occupies the centre of the line facing Ithaca. It is built of dark blue stone from the University grounds, and is 200 ft. long and 60 ft. wide, with a campanile tower rising from the centre, 120 ft. high. This edifice contains several lecture-rooms, an anatomical theatre, the museums, and the library, while in the central part are two halls, each 100 × 56 ft. The building is divided into fire-proof sections, and is elegantly finished within. The tower contains the Great Bell of the University (5,000 pounds), and a chime of 9 smaller bells, while the * view from the summit is of great beauty, including Ithaca and its fair valley and nearly two thirds of Cayuga Lake. The N. and S. Buildings are on either side of McGraw Hall, and each of them is 165 × 55 ft., 4 stories high, and built of Ithaca stone. They are occupied for lecture-rooms and dormitories. The *Sibley College of the Mechanic Arts* is a large stone building on the N. of the quadrangle, and contains a foundry, drawing-rooms, mechanical and botanical museums, etc. The laboratories and the farm-house and barns of the College of Agriculture are on the E., and on the S. is the Sage Chapel, in the old English Gothic style. Beyond the chapel is the imposing building of the * **Sage College**, which is the home of the lady students of the University. It is in the Italian Gothic style, with a lofty central tower, and is quadrangular in form, with a frontage of 168 ft. Henry W. Sage, of Brooklyn, gave $ 150,000 toward this building, which was erected in 1872–73. *Cascadilla Place* is a college hall situated above the high cliffs over Ithaca. The University Road (admirably built) runs thence to the main campus (½ M.), crossing the gorge of the Cascadilla by a bridge 70 ft. high. In the adjacent glen a pleasure-ground and ramble has been made. Cascadilla Place is of blue and white stone, 4 stories high, and 195 × 100 ft. in size.

The Cornell University was founded in 1865 by Ezra Cornell, who endowed it with $ 500,000. New York's share of the public lands given by Congress for the benefit of agriculture and the mechanic arts was given to this institution, and part of it was sold. 400,000 acres in the best States of the West still pertain to the University, and are valued at over $ 1,500,000. There are 43 professors and assistants, and 600 students, some of whom are from distant countries (Brazil, Japan, Russia, etc.). The library contains 38 – 40,000 volumes, including the Anthon Classical Library, the Bopp Oriental Library, and the Goldwin Smith Library. The College Museum contains large and valuable collections (the Jewett fossils, the Silliman Collection, and others). One student annually is admitted from each N. Y. Assembly District, free of tuition, and students can defray all or a part of their expenses by manual labor in the college-shops or on the farm.

Buttermilk Creek is two M. S. of Ithaca (by the Newfield road), and flows through a narrow glen which is famed for its beauty. The path is not good. Visitors with carriages should send them around to meet them on the bridge above the ravine. Passing through the Antechamber, the stream is followed by several cascades and through pleasant woodland scenery, to the * **Pulpit Fall,** near the tall Pulpit Rock. The *Bridal Veil Fall* is a broad thin sheet of water descending over broken ledges, and the Cornell and Dell Cascades are small but graceful. At the Pulpit the S. bank of the ravine is ascended, and soon afterward the path regains the level of the creek, where some caution is required. The cliffs here compress the waters into narrow bounds, forming numerous pretty cascades. Soon after passing Steeple Rock, the upper road is reached at the bridge. *Barnes's Glen* is near the Buttermilk Ravine, and is nearly equal to it in beauty, having several lofty cascades.

Lick Brook is reached by a rural lane diverging to the l. from the Newfield road 3 M. S. of Ithaca. The First and Second Falls are soon passed, and the path leads along the S. bank for nearly ½ M. to the great amphitheatre. Here the brook plunges over a cliff 160 ft. high, forming a long misty cascade. The **Enfield Glen** is 6 M. from Ithaca, by a far-viewing hill-road. It is entered near the Enfield Hotel, and the path soon leads to the foot of the * Fall, which is 160 ft. high. Great variety of water and cliff scenery is found in the ravine, and skilful pedestrians often traverse the lower glen for 2 M., to the Inlet Valley. The glens of Newfield Creek and the West Branch are respectively 7 and 9 M. from Ithaca, and are much visited. N. of Ithaca by the E. lake road are McKinney's Glens (2½ M.), Burdick's Glen (4 M.; with paths leading to a waterfall 160 ft. high, interesting in high water), Luce's, Shurger's Glen (6 M.; the upper fall is the finest), and the Ludlowville Falls and Ravine (7 M.). Six-Mile Creek, Spencer's Glen, and several other romantic ravines, are found near Ithaca.

The * **Taughkannock Falls** are 10 M. from Ithaca, and may be reached by the lake-steamers, the Ithaca and Geneva R. R. (station ¼ M. distant), or by a pleasant road leading along the shore of Cayuga Lake (or

by Jacksonville). The *Taughkannock Hotel* is favorably situated N. of the Fall, and paths and stairways have been made throughout the glens. The Taughkannock Fall is 210 ft. in perpendicular height, and is ranked as the finest of the smaller falls of the Middle States. It is narrow but massive, and is the white centre-piece in a stately amphitheatre of tall, dark cliffs. The water is gracefully curved by a protrusion of the rocks at the brink, and the cliffs rise for 350 ft. from the bottom of the ravine, and 145 ft. from the top of the fall. "The Fall is, in truth, the Staubbach of Switzerland most absolutely reproduced, and of concentrated beauty and grandeur." (Dr. G. B. Cheever.)

The upper ravine affords pleasant rambles, and is provided with cleared paths. The banks are high and well wooded, and the stream has several cascades. The *Upper Fall* is broken in outline, and is closely flanked by fine cliffs over 100 ft. high. It is reached by following the stream, and the return to the hotel is effected by a forest-path on the N. bank. During low water the brink of the main fall may be approached, but the best view is gained from the bottom of the ravine, which is reached by a long stairway. The gorge may be descended to the shore of the lake, and extensive lake-views are obtained from the groves near the hotel.

Cayuga Lake is about 38 M. long, and comparatively very narrow, extending between the rich farming counties of Seneca and Cayuga. As the steamer leaves Ithaca a fine retrospect is given of the high rolling uplands crowned by the buildings of the Cornell University. Running N. W. between the high bluffs of Lansing and Ulysses, the boat soon reaches the landing near Taughkannock Falls (W. shore); beyond which it passes on the W. the cliffs of Covert, seamed with deep ravines. N. W. of the high hamlet of Lake Ridge *Shelldrake Point* is visited, and the tall ridges of Ovid are seen on the l., with Genoa on the r. **Aurora** (*Aurora Hotel*) is a pretty village on the E. shore, the seat of numerous summer villas and of Wells College (for young ladies). Near this point, on a bold promontory between deep ravines, was the fortress and capital of the powerful Cayuga tribe of the Six Nations. In 1779 Sullivan's army destroyed 9 towns of the Cayugas along these shores, together with their orchards and grain-fields, making a desert of what had once been a land of gardens. The boat passes on to *Levanna* and *Union Springs*, a populous village with several mills located on the water-power of 2 immense springs. This place was for some time the home of Louis Napoleon, and is the seat of the Howland School (for girls). A ferry crosses the lake to the hamlet of Canoga. The lake now narrows toward the end, and the steamer soon reaches **Cayuga,** on the N. Y. Central R. R. (see page 201).

31. Seneca Lake and Watkins Glen.

Watkins is 295 M. from New York, by the Erie and N. Central R. Rs.; 288 M. from Philadelphia, by the N. Penn., Lehigh Valley, Erie, and N. Central R. Rs. (but one change of cars; at Elmira), — or by the Penn. R. R. to Harrisburg, and thence by the N. Central, 300 M.; from Baltimore, by the N. Central, 278 M. The N. end of the lake is touched by the N. Y. Central R. R. (Old Line).

Steamers make 3 trips each way daily between Watkins and Geneva in summer, and 2 trips daily the rest of the year. They leave Watkins at 6 A. M. and 1.45 and 5.50 P. M.; and return from Geneva at 9.55 A. M. and 2.35 and 5.20 P. M. In spring and autumn, from Watkins at 6 A. M. and 2 P. M.; from Geneva at 9.25 A. M. and 3.15 P. M. Meals are served on board. *Landings*: Watkins; Big Stream; N. Hector; Starkey; Lodi; Ovid; Dresden; Dey's; and Geneva. The steam-yacht *Henrietta* leaves Watkins at 9 A. M., 2 and 3.35 P. M. for Glen Excelsior, Painted Rocks, and Hector Falls; and gets back at 10.30, 3.30, and 3.50 (fare, 25c.).

Watkins Glen.

Hotels. — * Lake View Hotel, an elegantly fitted building on the heights overlooking the village and lake, and 10 min. walk from the Glen ($3.50 a day; $21 a week); Glen Mountain House, near the centre of the Glen, $3 a day; the Glen Park and Arlington Houses, near the entrance, $3 a day; the Fall Brook and Jefferson Houses, in the village, $2–3 a day (open all the year). *Carriages* to the hotels, 25c. *Horse-cars* from the station to the Glen, 10c. *Shops* for the sale of cheap and pretty mementos are near the Glen.

Watkins is a rambling village of 2,639 inhabitants, situated on the broad plain at the head of Seneca Lake. It is the capital of Schuyler Co., and has some manufactures, but derives its chief importance from being the N. terminus of the Chemung Canal (from the Chemung River at Elmira) and the railroad of the Fall Brook Coal Co. This region was first explored by Gen. Sullivan's army after the victory over the Mohawks at Newtown (Elmira) in 1779, and many soldiers settled here after the Revolution. It derives its name from Dr. Watkins of London, one of the early proprietors of this land (the Watkins and Flint Purchase).

The view from the ridge of Lake View Avenue is very beautiful, and a still more extended * prospect is gained from the observatory on Table Mt., 5 min. walk S. of the Lake View Hotel. The fertile and populous valley is overlooked, with its villages of Watkins and Havana (the Cook Academy looming over the latter), while in the N. Seneca Lake is seen outstretched for many leagues. A short path leads down from the observatory through Glenwood Cemetery to the Glen Mt. House.

* **Watkins Glen** is a deep and rugged ravine ascending between two long ranges of low hills on the W. side of the Seneca Lake Valley. Its course is nearly E. and W., and it rises 800 ft. in about 3 M. The remarkable forms assumed by the riven rocks, the rich foliage of the encircling forest, and the cascades on the falling stream, unite to make of this the most charming of American glens. Since 1863–64, when the paths and bridges were made, it has steadily gained in reputation, until in 1873 over 60,000 persons visited its depths. The distance to the end of the path is 2½ M., and the bed of the stream may be followed far beyond. Turning in from the

village street (½ M. from the railroad and steamboat station), the tourist passes up the *Entrance Amphitheatre* toward a narrow cleft in the lofty precipice. Ascending the Entrance Stairs, the narrow *Entrance Cascade* is seen, falling 60 ft. into a still black pool. From the Sentry Bridge, at the head of the stairs, is gained a fine view of the dark cliffs above, while the fertile valley is outspread in the E. Another staircase leads to a railed path cut in the cliff-side, over the tranquil depths of Stillwater Gorge, fronted by a tall precipice. This section is called *Glen Alpha*, and the *Minnehaha Falls* are seen near the end. The stream is crossed to the N. and recrossed by stairs to the S. as the path traverses the *Labyrinth*, — a narrow and intricate chasm between lofty cliffs. Before ascending the Long Staircase, which here climbs the cliff for 50 ft., the *Cavern Cascade* is seen, falling for 40 – 50 ft. into a dark basin. A railed path along the S. bank enables one to enter the *Grotto*, a weird dark cavern directly behind the cascade, which falls in a broad curve over its roof. Looking E. from the stairs, the view known as *Whirlwind Gorge* is seen. At the head of the Long Staircase, the Profile Gorge of *Glen Obscura* is entered, and the path ascends the N. cliffs to Point Look Off. From this point Glen Alpha is seen in the E., while W. and above is the **Glen Mt. House.** This hotel (175 guests; $3 a day; $18 a week) is on a rocky shelf 100 ft. above the bottom of the gorge and 200 ft. above Glen Alpha. The rooms and parlors are in the building to the S., which is connected with the Swiss *châlet* used for a dining-hall by a graceful iron suspension bridge over Profile Gorge. (A path leads from this point to Table Mt. and the Lake View Hotel in 10 min.) Just beyond the Glen Mt. House is Capt. Hope's * *Glen Art Gallery* (fee, 25c.), with nearly 100 paintings by Hope, "the father of the realistic school of landscape painters." The pictures are chiefly of the Glen and of New England scenery; and the most striking of them are the "Rainbow Falls," the "Gem of the Forest," and the large historical painting of the Army of the Potomac.

Passing the Art Gallery, the path continues on the N. cliff, passing the Point of Rocks, and overlooking the *Mystic Gorge* of Glen Obscura. A long descent follows to the bridge over the Sylvan Rapids, beyond which is * **Glen Cathedral,** the grandest point in the series. This glen is paved with horizontal Silurian strata, and its sides are of rock for a height of 300 ft., above which the forest falls rapidly to the verge in 200 ft. more of altitude. The length is nearly 1,000 ft., in the direction of E. and W. Near the centre is the *Pool of the Nymphs*, a broad rock basin filled with crystalline water, called the finest pool in the Glens. In the chancel (W.) of the Cathedral is the massive *Central Cascade*, which plunges (60 ft.) into a narrow pool which is black with great depth. The vicinity of this dark and rock-bound recess is replete with gloomy grandeur. Returning to the centre of the N. side of the Cathedral, the Grand Staircase is

ascended (in two sections) to the entrance of the *Glen of the Pools.* The retrospect from this point is called the *Mammoth Gorge*, and midway up the staircase there is a good view (from above) of the Central Cascade. The glen now entered contains a long line of symmetrical rock basins filled with the purest water, and surrounded by fascinating forest scenery. The view from the bridge, which is soon crossed (to the S.), is called the *Matchless Scene*, and presents a beautiful commingling of trees and cliffs, pools and cascades, rocks, rapids, and shrubbery. The path ascends to the Giants' Gorge, at the end of which are the ***Triple Cascade and Rainbow Falls** (best seen from a path leading beyond the staircase). This is the gem of the water scenery, and is formed by the Glen brook falling from Glen Difficulty in 3 leaps (Triple Cascade); while at the same place a small brook from the S. falls over a projecting ledge, and breaks up into a misty sheet of showering drops (Rainbow Falls). The staircase is next ascended, and the path is followed along the side of the S. cliff to Rainbow Falls, which are passed on the inside by a railed walk between the falls and the rock over whose projecting ledges the water descends. The passage-way is very wet, but the rainbow seen through the falls (in the afternoon) repays for the inconvenience. The Platform Stairs are now ascended (fine retrospect), and *Glen Difficulty* is entered. Passing along *Shadow Gorge* on a pleasant path cut in the cliff, and crossing to the N. by a bridge, the Frowning Cliff is seen in advance, stratified like masonry. Another bridge is crossed, and the path winds up the *Narrow Pass*, inwalled by smooth horizontal strata, to the weirdly dark head of Glen Difficulty, where the **Pluto Falls** plunge into a deep black basin. A damp and difficult rock stairway leads up alongside the falls into *Glen Arcadia*, the first forward view in which is called the Artist's Dream, while the retrospect from the head of the falls is named the Spiral Gorge. Glen Arcadia is traversed to the *Arcadian Falls* (at the head), over which is a bridge which affords a retrospect called the Elfin Gorge.

The path proper ends here, but visitors often pass on without difficulty into the open glens (more properly, dells) above. *Glen Facility* is first traversed, and then *Glen Horicon* is entered (¾ M. from Pluto Falls). Beyond this narrow valley is *Glen Elysium*, a pleasant glade 50 acres in extent, overhung on the N. by a cliff 400 ft. high. Passing the Omega Fall, *Glen Omega* is reached, beyond which there is nothing but ordinary hill scenery. Most visitors turn back from the Pluto Falls, and leave the Glen at the Glen Mt. House, by a path diverging from the N. cliffs (it being difficult for ladies to descend the Long Staircase in Glen Alpha).

It is held (Prof. Edmund Burke) that the mt. through which the Glen cuts its way was once an island in a lake 70 M. long (from Horseheads to Byron). When the waters suddenly subsided ("the seas went down into their hollows"), and Seneca Lake assumed its present form, this mt. was attacked in the centre by

torrents, and being relieved of the lateral pressure of the lake-waters, it split through the middle, and the gorge was widened by rushing waters. The mt. is composed of metamorphic stratified rock, resting upon a Silurian formation. Ferns which are rarely seen N. of the Carolinas and lichens and mosses peculiar to Labrador are found here in connection with a great variety of the *flora* of this latitude.

"In all my travels I have never met with scenery more beautiful and romantic than that embraced in this wonderful Glen; and the most remarkable thing of all is, that so much magnificence and grandeur should be found in a region where there are no ranges of mts." (BAYARD TAYLOR.)

"It is a marvellous rift in the mt., which it seems must have been made by some stupendous earthquake shock. It suggests Vaucluse in the pellucid clearness and sparkle of the water. . . . . It faintly suggests the sombre, magnificent Pass of the Finstermunz, in the Tyrol, but is infinitely brighter and more varied. It suggests Trenton Falls, but is wilder and deeper. Most of all, it suggests Bash-Bish, in old Berkshire, — is, indeed, very like it, but is yet more picturesque and perilous." (GRACE GREENWOOD.)

The * **Havana Glen** is the complement of the Watkins Glen; and its waterfalls are heavier and the rocks are more mural than those of the latter. This Glen is 3½ M. from Watkins, and is much admired by thousands of travellers. Tourists now visit it by carriage from Watkins ($1.50–2), or by railroad (the Glen is 1 M. from the Havana station). The *Montour House,* in Havana village, is large and inexpensive. At the Glen are the Glen Grove and Mt. Cliff Houses, small places for refreshments only. The gorge is entered near *Portal Cascade,* and at the little curiosity-shop just beyond, the entrance-fee (25c.) is paid. Passing around the Landslide Gap, the *Crystal Rapids* are soon seen in advance; and after crossing a bridge, the * **Eagle Cliff Falls** are reached. This massive and beautiful fall (60 ft. high) is flanked by lofty and symmetrical cliffs, which resemble ancient fortress-walls. Near the summit of the N. cliff an eagle's eyrie may be seen. A long stairway ascends at the E., and ends at the very verge of the falls. At the top the tourist enters the **Council Chamber,** a remarkable hall 100 × 25 ft. in area, with sides and floor of solid rock, as smooth and rectangular as masonry. A stairway up the E. wall connects with a path leading to the * **Curtain Cascade,** which is considered the most beautiful in the Glen. Passing a bridge over the cascade, and climbing another stairway in *Hermit's Gorge,* a narrow and high-walled chasm, Jacob's Ladder (2 stairways nearly 100 ft. high) is ascended, with the lovely *Bridal Veil Fall* on the E., sweeping broadly over broken ledges. The view down Hermit's Gorge (W.) is full of interest. *Pilgrim's Grotto* is beyond the Ladder, and then the path crosses a bridge, winds along the cliffside, and passes through a cavern known as the Mountain Tunnel. Cavern Gorge is to the N., and beyond it is the Indian Oven. Still farther E. the path winds along the cliff, by the *Whispering Falls,* into Chaos Gorge. Near *Echo Falls* a bridge is crossed, then the Fairies' Cascade is seen on the r., and a final ascent leads to *Summit Gorge* and Falls. An easy pathway leads back to the entrance, by passing along the

upper hillside to the Mt. Cliff House (refreshments), but it will be found more profitable to descend through the Glen. This Glen is 1¼ M. long, and ascends 700 ft. On the road to the village is seen the spacious brick building erected for the People's College, located here in 1857, and intended to occupy 800 ft. of 4-story buildings (costing $175,000), and to have 19 professorships. The project failed, and the structure is now occupied by the *Cook Academy*, a flourishing Baptist school with 2–300 students.

Glen Montour is W. of Havana, and is said to possess much beauty. Arrangements are being made to open it for visitors in the summer of 1876. *Glen Excelsior* is E. of Watkins, and contains the *Empire Fall*, with 280 ft. of slant height. Peach Orchard and Hector Falls Glens are on the E. shore of Seneca Lake, and are often explored by sure-footed pedestrians. The *Magnetic Spring Sanitarium* is in the village of Havana, at the Magnetic Springs, whose waters are held to be beneficial in chronic, rheumatic, and cutaneous diseases (baths, 50c.; Turkish baths, $1; board, medical treatment, and baths, $12–16 a week). Excursions are made from Watkins to Ithaca, by Cayuta Lake; and on the N. Central R. R. to Crystal Springs, Keuka Lake (23 M.), and Canandaigua Lake (47 M.).

Seneca Lake.

"On thy fair bosom, silver lake,
The wild swan spreads his snowy sail,
And round his breast the ripples break,
As down he bears before the gale.

"On thy fair bosom, waveless stream,
The dipping paddle echoes far,
And flashes in the moonlight gleam,
And bright reflects the polar star.

"The waves along thy pebbly shore,
As blows the north-wind, heave their foam,
And curl around the dashing oar,
As late the boatman hies him home.

"How sweet, at set of sun, to view
Thy golden mirror, spreading wide,
And see the mist of mantling blue
Float round the distant mountain's side.

"At midnight hour as shines the moon,
A sheet of silver spreads below,
And swift she cuts, at highest noon,
Light clouds, like wreaths of purest snow.

"On thy fair bosom, silver lake,
Oh! I could ever sweep the oar,
When early birds at morning wake,
And evening tells us toil is o'er."

"To Seneca Lake." (PERCIVAL.)

SENECA LAKE is situated in Central New York, and is 35 M. long and 1–4 M. wide. It occupies a deep valley between bold shores running N. and S., from which cultivated uplands slope away to a height of 3–700 ft. There are many productive and valuable vineyards on the shores, and the general character of the scenery is that of rich and peaceful farm-lands and quiet villages. The lake is 441 ft. above the ocean, and 196 ft. above Lake Ontario. There is a considerable commerce on its waters, — mostly in the transportation of coal. The depth of the water is remarkable, and reaches in some places over 1,000 ft., while 300 ft. is found near the shore. This great reservoir is kept full by the operation of countless sub-aqueous springs, and but a small portion of the water enters from the tributary brooks. The waters are of rare transparency, and even in midsummer preserve their coldness, while during the coldest weather the lake never freezes completely over. It is held by scientists

that after the subsidence of the waters Lake Ontario emptied to the S. through the Seneca and Cayuga valleys, but the Seneca waters now flow N. E., and unite with the Oneida River to form the Oswego River, emptying into Lake Ontario.

A century ago these shores were dotted with the villages of the valiant Senecas, a warlike tribe of the Six Nations. In August, 1779, General Sullivan led a strong force into this region, defeated the Senecas in a pitched battle near Elmira, and advanced rapidly through the defiles to the head of the lake. The troops then swept up the shores, bearing sword and torch through the rich plantations of the Indians. Dozens of villages were swept from existence; Kendaia was utterly destroyed; Gotheseunquean was taken and razed by 400 Continentals, and the tribal capital and castle of Ganundesaga (1½ M. W. of Geneva) was annihilated. "Few of the present generation are aware of the advances which the Indians, in the wide and beautiful country of the Cayugas and Senecas, had made in the march of civilization. They had several towns and many large villages laid out with a considerable degree of regularity. They had framed houses, some of them well finished, having chimneys, and painted. They had broad and productive fields; and in addition to an abundance of apples, were the enjoyment of the pear and the more luscious peach." (STONE.) Said the great Seneca chief, Corn-Planter, to Washington (in 1792), "When your army entered the country of the Six Nations, we called you *Annatakaules*, the Town-Destroyer; and to this day, when that name is heard, our women look behind them and turn pale, and our children cling close to the necks of their mothers."

The steamer passes out from Watkins, with tall highlands on either side. The *Hector Falls* are seen on the r., and also *N. Hector Point* (summer hotel), famous for its June camp-meetings. N. Hector is nearly opposite Eddytown (W. shore), which is the seat of a Christian theological seminary. 8 M. from Watkins a landing is effected at *Big Stream*, near an unexplored glen of great beauty and extent. Near Lodi Landing the Mill Creek falls over a cliff 125 ft. high, and passes from a dark and romantic ravine into the lake. Long Point is now passed on the l., and the steamer rounds in at **Ovid** (E. shore), where may be seen the spacious and costly buildings of the *Willard Lunatic Asylum*, which occupies also the former buildings of the State Agricultural College, 1 M. E. of the lake. *Dresden* (W. shore) was founded in 1788 by the heretical New England proselytes of Jemima Wilkinson, and is 5–6 M. from the large town of Penn Yan, on Keuka Lake. Great vineyards are seen on the W., S. of Dresden, producing rich still wines (sweet and dry Catawba). The steamer runs N. between the rolling hills of Seneca and Fayette, passes Dey's Landing, and stops at **Geneva** (*Franklin House: American House*, $ 2), a town of 6,571 inhabitants, with 9 churches and 2 weekly papers, and chiefly known for its schools. *Hobart College* is an Episcopal institution which was founded in 1825, and has 9 professors and 60–70 students. It receives annual subsidies from Trinity Church in N. Y. City. The buildings are substantial, and front on Main St., a fine avenue of villas overlooking the lake. The college has also a grammar school and a small Divinity school, but the Geneva Medical College is no longer in existence. Trinity Church is on Main St., and has a picturesque

Saxon tower. St. Peter's Church has costly stained windows, and was built as a memorial to Bishop De Lancey. Geneva is pleasantly situated with respect to Seneca Lake, and its fertile environs are devoted to the nursery business.

Near the village is the ancient fortification known as Fort Hill, which was erected by the prehistoric race of "mound-builders," and was covered with large forest trees a century ago. 1½ M. N. W. is Old Castle, with an Indian cemetery and remains of fortifications. This was the site of the largest Indian village in W. New York, and was only ceded to the colonists under a promise (which has not been broken) that it should not be ploughed up or otherwise invaded. Many relics have been found in the vicinity, and the place is still held in honor by the remnant of the Six Nations. It was the chief seat of the brave and skilful Seneca tribe, but after they gave in their adhesion to the British during the Revolution, they were expelled from their ancient homes.

32. New York to Oswego.

By the N. J. Midland and the N. Y. & O. Midland R. R., which was first opened to travel in 1873. The station in Jersey City is gained by ferry from the foot of Cortlandt St. or Desbrosses St., N. Y. *Fares*, to Montclair, 35c. ; Pompton, $1 ; Middletown, $2.05 ; Liberty, $3.30 ; Sidney Plains, $5.50 ; Oneida, $6.55 ; Oswego, $7.25.

Stations. — New York ; Jersey City ; Pompton Junc. ; Deckertown ; Middletown, 66 M. ; Crawford Junc., 69 ; Bloomingburgh, 76 ; Wurtsboro', 78 ; Summitville, 81½ ; Fallsburgh ; Liberty ; Parkesville ; Morseton ; Cadosia Summit ; Walton (branch line to Delhi) ; Sidney Centre ; Sidney Plains, (about) 118 M. from N. Y. ; New Berlin Junc., 120½ (branch to New Berlin) ; Guilford, 127 ; Oxford, 136½ ; Norwich, 145 ; Earlville, 160 ; Smith's Valley, 164 ; Eaton, 168½ ; Morrisville, 171 ; Munnsville, 173 ; Oneida Community, 183 ; Oneida, 186½ ; Durhamville, 188½ ; North Bay, 197 ; W. Vienna, 200 ; Cleveland, 203 ; Constantia, 210½ ; Central Square, 218½ ; Caughdenoy, 222 ; Pennelville, 225 ; Fulton, 233 ; Battle Island, 236½ ; Seneca Hill, 238 ; Oswego, 243.

Montclair Division.

Leaving Jersey City, and passing Arlington, the marshes of Kearney, and the N. borders of Newark, the line runs out by the stations of Montgomery, Bloomfield, and Chestnut Hill. *Montclair* is a large suburban village near Orange Mt., and is the terminus of the Newark & Bloomfield R. R. The train now runs N. by several rural villages, with First Mt. on the l., rounds the mt. and crosses the Vernon Valley to *Little Falls*, a factory village on the Passaic River, 4 M. S. W. of Paterson and N. of the Second Orange Mt. The Morris & Essex Canal here crosses the river in a stone aqueduct. Stations, Singac, Mt. View, Pequannock, and Pompton Plains, in a rich and populous valley 6 M. long, with high hills to the W. (abounding in iron). The train follows the Pequannock River to the N. to Riverdale, Pompton, and Pompton Junction, where the Midland R. R. is met. While stationed at Pompton in 1781, a part of the Jersey line of the Continental army revolted. Faithful troops were sent against them and forced the insurgents to surrender by training artillery on the camp. The ringleaders were tried by a drum-head court-martial, and were "shot to death with musketry." Station, *Wanaque*, with the mines on High Top Mt. on the W., beyond which the line approaches the widenings of the Ringwood River. On the r. are the Ramapo Mts. ; on the l. Winbeam Mt. Stations, *Ringwood* (near Greenwood Lake), and *Monks*.

Middletown is 66 M. from New York, and is often reached by the fast trains on the Erie Railway in preference to the regular line of the Midland. The *N. J. Midland R. R.* passes out from Jersey City through the hill-country of New Jersey and by Hackensack and Paterson to the

intersection of the Montclair Division at Pompton Junction. From Pompton the R. R. passes N. W. up the Pequannock Valley by the hamlets of Bloomingdale, Charlotteburgh (near Copperas Mt.), and Newfoundland, which lies to the S. of the Bear Fort Mts. Beyond Stockholm the Hamburgh Mt. is crossed to Ogdensburgh (seat of the Passaic Zinc Works) in a region of hills; and then the train reaches Franklin Furnace, in the vicinity of profitable zinc-mines. A R. R. runs from Franklin S. W. to Newton, and to Waterloo, on the Morris & Essex R. R. Beyond Hamburgh the train passes Pochung Mt. and the broad Drowned Lands on the r., and reaches *Deckertown*, a large village in the town of Wantage. This region is rich in rural scenery and fertile farms, and lies in the Deep Clove, a portion of the Kittatinny Valley. On the W. is the Blue Ridge, and on the E. is the Pochung Mt. The town was settled by Alsatian Huguenots and New England Baptists about the year 1740; and was frequently desolated by the Indians, especially at the massacre of the Minisink. Beyond Deckertown the R. R. enters the State of N. Y. The line passes 3 small stations in the dairy-towns of Minisink and Wawayanda (with the Shawangunk Mts. on the W.), and then reaches *Middletown* (see page 223), at the intersection of the Midland R. R. and the Erie Railway. From Crawford Junction, 3 M. N. of Middletown, a branch R. R. runs N. E. 10½ M. to *Pine Bush*, in the uplands of Crawford. The dark wall of the Shawangunk Mts. is now approached, and is passed by means of a tunnel 1,470 ft. long. Stations, *Bloomingburgh*, and *Wurtsboro*, a village on the Delaware & Hudson Canal, amidst pretty scenery. From *Summitville* station a branch R. R. runs 8 M. N. E. to *Ellenville*, a factory and canal village in the mt. town of Wawarsing. The train now enters Fallsburgh town, passing the hamlets of Sandburgh (near several pretty cascades) and Centreville. Fallsburgh is at the falls of the Neversink River, and is N. of Monticello, on the Erie R. R. (branch line). The line now crosses the mountainous and lake-strewn town of Liberty (3 stations), with Walnut Mt. on the l. *Liberty Falls* is 100 M. from N. Y., and stands in a glen 1,467 ft. above the sea. The rugged forest-towns of Rockland and Colchester are now traversed and the Popacton Valley is crossed. Beyond Cadosia Summit the train reaches **Walton**, which "stands on a knee of the Delaware with mts. folding it in like the cup of a water-lily. Walton looks hardly American to me. Its river and its mts. are like the Rhine, and its fields have an old-country look." (N. P. Willis.) Port Deposit is 20 M. S. W., down the W. Branch Valley; and the Delhi Branch R. R. runs N. E. up the valley to Hamden and *Delhi*, the capital of Delaware County, finely situated by the river-side.

In 1845 occurred the anti-rent insurrection in this county, when the rustics organized in bands, disguised in Indian costumes, and attempted to abrogate the semi-feudal tenures of the land proprietors. The civil authorities were powerless, and the Governor placed the district under martial law, garrisoned Delhi, and

patrolled the hills. After 4 months of military occupation, the insurrection was quelled. S. of Delhi is the lofty forest town of *Andes*, which is traversed by a daily stage line from Delhi to Dean's Corners (see page 81).

Beyond Walton the main line runs N. W. by 3 rural stations to **Sidney Plains**, where it intersects the Albany and Susquehanna R. R. (see Route 46). From the next station, E. Guilford, a branch R. R. diverges to the N. up the Unadilla Valley by Rockdale, Mt. Upton, and Homesville, to *New Berlin* (Central Hotel). Stations, Guilford, and *Oxford*, a prosperous manufacturing village, where the line reaches the Chenango River. The train now runs parallel with the Delaware, Lackawanna and Western R. R. to Norwich, crossing the Lyon Brook iron trestle-bridge, which is 800 ft. long and 162 ft. high. **Norwich** (*Eagle Hotel*) is a thriving place, with piano, hammer, and carriage factories, and a population of 4,500. It is the capital of Chenango County, and has a handsome stone Court House, in Corinthian architecture.

The *Auburn Branch* of the Midland R. R. extends from Norwich to Scipio Centre, 84 M. It crosses the farming and dairy towns of Plymouth, Smyrna, Otselic, Georgetown, De Ruyter, Cuyler, Truxton (near the picturesque Labrador Pond and Tinker's Falls), Homer, and Cortland. From Freeville, an intersection of several railroads, the line is under construction across the lake towns of Lansing, Genoa, Venice, and Scipio, to Auburn. The Utica Division of the D., L. & W. R. R. crosses the Midland road near Norwich, and runs from the junction to Utica in 46 M. N. E., or to Binghamton in 95 M. S. W.

The Utica and Rome Divisions.

The Midland train passes N. from Norwich by Smyrna to *Earlville*, whence the Syracuse and Chenango Valley R. R. diverges to the N. W. From the next station, *Smith's Valley*, a branch R. R. runs to the N. E., reaching Utica in 31 M. and Rome in 35 M. Station, **Hamilton,** an academic village, with 5 churches, the Hamilton Female Seminary, and the *Madison University*, a school and theological department of the Baptist Church, with 11 professors, and about 150 students. It was founded in 1846, and has an Alumni Hall and Museum. Stations, Pecksport, Bouckville, Solsville, Oriskany Falls, Deansville, Franklin (iron-works), and then **Clinton,** an academic village of 2,000 inhabitants, in the fruit-growing town of Kirkland (named after an early missionary to the Oneidas). **Hamilton College** was founded as an academy by Rev. Samuel Kirkland, in 1793, and became a college in 1812. It is situated in a pleasant park of 15 acres, overlooking the Oriskany Valley, and has several plain stone buildings, — Dexter Hall (N.), Kirkland Hall (middle), Hamilton Hall (S.), the Chapel, the Smith Library (with about 14,000 volumes), and the Litchfield Observatory, containing a large equatorial telescope, by which 8 new asteroids have been discovered. Over the library is a Memorial Hall, and also a small portrait gallery. There are 11 professors and 160–180 students (1,300 alumni), but the college is not self-supporting, owing to a large number of free scholarships, and is somewhat dependent on its rich endowments and liberal State aid. A law-school is attached to the institution. The *Clinton Liberal Institute* was founded by the Universalists in 1832, and has 2 large buildings, for 150 students (both sexes). The *Houghton Female Seminary* is also at this place, and has finely ornamented grounds. There is an attractive view of the village and its great schools from the neighboring hill called "the Knob." A R. R. runs N. W. 13 M. from Clinton across the town of Westmoreland to the city of Rome (see page 167), and the Utica Division runs N. E. 9 M. to Utica (see page 166).

The Midland train (main line) passes Smith's Valley 19 M. N. of Norwich, and runs N. by Eaton, Morrisville (a small hamlet, capital of Madison County), Munnsville, Stockbridge, and Oneida Community.

The Community is 3 M. S. of Oneida, and consists of about 300 men and women residing in large buildings on a fruitful farm. All property is held in common, and considerable revenues are derived from fruit-raising and the manufacture of traps, hats, and sewing-silk. The Free-Love principles are here inculcated, and the relations of the sexes are governed (not by law nor by license, but) by so-called "inspiration." The Community was founded by John H. Noyes in 1847, and has a branch at Wallingford, Conn.

The next station is **Oneida,** where the Midland line passes under the N. Y. Central R. R. (see page 167). The distance between the Midland and the Central stations is about ½ M. (omnibus, 10c.). Stations, Durhamville, State Bridge, and North Bay, beyond which the line follows the N. shore of **Oneida Lake** for about 15 M. The nearer shore is marshy and low, but there is a pleasant view to the S. across the broad waters to the blue highlands of Onondaga County. Oneida Lake is 19 M. long and 6 M. wide, covering 57,000 acres, and is 141½ ft. above Lake Ontario. The level lands of the lacustrine counties are very fertile, and the chief agricultural industries are dairying and stock-raising. *Cleveland* and *Constantia* are the next stations on the lake.

The former is the largest village on the lake; and Constantia is a pleasant hamlet, 4 M. from which is *Frenchman's Island*, a pretty circular islet containing 25 acres of primitive forest. Here lived Devitzy and his wife, who was one of the loftiest patrician dames of France. They had eloped, and were pursued by paternal anger, so about the year 1800 they fled to this remote place, where they lived in a log-cabin 7 summers, surrounded by flowers and books and Old-World luxuries. After 7 years the pursuing but long ago relenting father found them and led them home, where the great family estates and honors were settled on them. De Tocqueville penetrated the wilderness, during his visit to America, in order to visit this romantic isle, whose former denizens he had known. Frenchman's Island is a favorite point for picnic parties, sailing from the lake villages.

Beyond Constantia the train enters the marshes of W. Monroe, and passes to *Central Square*, where it intersects the Syracuse Northern R. R., 17 M. from Syracuse. The lowlands of Hastings and Schroeppel are now crossed to **Fulton** (*Lewis House*), at the Falls on Oswego River, with 3,507 inhabitants, 6 churches, and 2 weekly papers. On the opposite shore is the hamlet of Oswego Falls. The line now follows the Oswego River by Battle Island (scene of a sharp action with the French and Indians, in 1756), to Seneca Hill and

Oswego.

Hotels. — * Doolittle House, 5–600 guests, at the Deep Rock Spring; * Revenue House, First St., corner of Utica St., $2.50–3 a day; Hamilton House, $2–2.50; Ontario House. *Reading-rooms* at the City Library, Washington Square; and at the Y. M. C. A. rooms, 200 W. 1st St. *Post-Office*, corner of Oneida and W. 1st Sts. *Horse-cars* traverse First St. and other thoroughfares. *Stages* run thrice daily to Unionville. *Steamers* of the Canadian Navigation Co. leave every evening for Charlotte and Montreal, and the Northern Transportation Co.'s propellers (see page 197) leave every morning for the West. **Railroads.** — The N. Y. & O. Midland (station on Washington Square) to N. Y. in 243 M.; the Rome, W. & O. R. R. to Richland and Rome (71 M.); the Oswego and Syracuse Div. of the D., L. & W. R. R. (station near the Revenue House) to Syracuse (35 M.); and the Lake Ontario Shore R. R. to Lewiston (150 M.), connecting for Niagara.

Oswego is a thriving commercial city on the S. shore of Lake Ontario, situated on the low bluffs at the mouth of the Oswego River, which here discharges the waters of Oneida, Onondaga, Cayuga, and Seneca Lakes. The harbor is broad and capacious, and is sheltered by long and costly piers. Vast quantities of grain and lumber are received here, and are sent away by rail or on the canal. There are 11 elevators, with a storage capacity of over 2,000,000 bushels, and 14 flour-mills, with 73 run of stone and a capacity of 6,000 barrels of flour daily. Kingsford's Starch Factory employs 600 men, and makes 33 tons daily, and there are other manufactories at the falls on the river. The city has 22,455 inhabitants, with 16 churches, 8 banks, and 2 daily papers.

Oswego is handsomely laid out, with streets 100 ft. wide crossing each other at right angles. The river divides it into 2 nearly equal parts, which are joined by 2 bridges (from the one at Bridge St. is gained a pleasant view of the harbor). Near Washington Square, on the E. side, are the county buildings, the venerable Church of the Evangelists, the armory of the 48th Regiment, and the **City Library** (containing 12,000 volumes, a portrait of Gerrit Smith, — its founder, — and a curious slab of flexible marble). Christ Church is on Cayuga St., and the spacious Catholic Church is on Mohawk St. **Fort Ontario** is a strong work fronting the lake and commanding the harbor from the E. shore. It is garrisoned by a small force, and is open to visitors. First St. W. (W. side of the river) is the chief thoroughfare of the city, and passes the fine stone buildings of the *Post-Office* and the *City Hall*. The Normal and Training School occupies a spacious structure on the corner of Seneca and Sixth Sts., and is widely known for its efficiency. The *Deep Rock Spring* was discovered near First St. W. in 1867, and is said to have much medicinal virtue. Each gallon contains 318 grains of chloride of sodium, 149 of chloride of potassium, 1¼ of chloride of magnesium, and 72 grains of silica. The new and elegant Doolittle House has been built over it to accommodate invalid visitors. The heights on either side of the city and fronting the lake on the W. are occupied by pleasant villas and summer residences.

The *Lake Ontario Shore R. R.* runs S. W. from Oswego through the lake towns, passing several small hamlets of Oswego and Wayne Counties. At *Sterling* (16 M. from Oswego), it crosses the S. Central R. R.; and at *Sodus* (41 M.), the Sodus Bay and Southern R. R. is intersected. The line is now completed by *Ontario* to Lewiston, on the Niagara River.

Oswego (an Indian word, meaning Rapid Water) was first visited and fortified by the Count de Frontenac (in 1696), while on his way to attack the Onondagas. In 1722 William Burnett, Gov. of N. Y. (son of Bishop Burnett, and godson of Prince William of Orange), erected a permanent fort at Oswego, and in 1755 Gov. Shirley, of Mass., advanced hither across the vast forest with 1,500 men, and built 2 large forts, where he left 700 men in garrison. In Aug., 1756, the Marquis de Montcalm invested the works with 5,000 men (French and Indians), and after a short siege and a bombardment from 32 heavy guns, the forts were surrendered with 1,400 soldiers, 134 pieces of artillery, and a fleet of vessels. Montcalm

destroyed the works, and carried his captives and spoils to Montreal. New fortifications were erected by the English in 1757-59; and here St. Leger gathered his motley army of Tories and Indians, previous to the siege of Fort Stanwix. Here, also, his panic-stricken forces fled after the failure of that campaign. Oswego was held by the royal troops until 1796, when it passed into the jurisdiction of the U. S. On the morning of May 5, 1814, Sir James Yeo's British fleet appeared off the place and bombarded it for 3 hours. Fort Ontario kept up a steady fire, but the enemy landed 1,200 men and the garrison retreated slowly up the river. The British destroyed the barracks and spiked the fortress-cannon, but failed to reach the great deposit of naval stores at the Falls, and embarked the next day, having lost 235 men (American loss, 69). The little hamlet founded at Oswego in 1796 by Neil McMullin was devoted to building vessels; and after the introduction of steam-navigation on Lake Ontario in 1816, the place grew rapidly in commerce and manufactures. It is now second only to Rochester in the amount of flour produced.

33. New York to Elmira, Buffalo, and Niagara Falls.

The Erie Railway.

This great trunk-line to the West traverses a country which is more picturesque and romantic than that along the line of the N. Y. Central R. R., though the latter line derives an advantage from passing through the handsome cities of Central N. Y. Pullman parlor and sleeping cars are attached to the through cars on the Erie; and there are comfortable arrangements for meals along the route. The Day-Express train leaves N. Y. in the morning, and reaches Buffalo in 16 hrs.; Cleveland in 23½ hrs.; Cincinnati in 34 hrs.; Chicago in 36 hrs. The Pacific Express leaves early in the evening, and reaches Buffalo about noon the next day.

Fares. — New York to Suffern, $1; to Port Jervis, $2.70; to Cochecton, $4; to Hancock, $5; to Binghamton, $6.15; to Waverly, $6.95; to Elmira, $7.25; to Hornellsville, $8.50; to Buffalo or Niagara, $9.25; to Salamanca or Dunkirk, $10.40; to Erie, $11.75; to Toronto, $12.25; to Cleveland, $14.25; to Detroit, $16.25; to Cincinnati, $20; to Chicago, $22; to St. Louis, $27; to Memphis, $38.25; to Mobile, $45; to New Orleans, $50; to Galveston, $68.75; to St Paul, $37.25; to Omaha, $39.50; to Denver, $79.90; to Salt Lake City, $119.50; to San Francisco, $139.50; to Portland, Or., $169.50 or $179.50.

Stations. — New York; Jersey City; Rutherfurd Park, 9 M.; Passaic, 11; Paterson, 16; Ridgewood, 21; Hohokus, 23; Allendale, 25; Ramsey's, 27; Suffern, 31; Ramapo, 33; Sloatsburgh, 35; Southfield's, 41; Newburgh Junc., 41 (branch to Newburgh, 63); Turner's, 47; Monroe, 49; Oxford, 51; Greycourt, 53; Goshen, 59; Hampton, 63; Middletown, 66; Howell's, 70; Otisville, 75; Port Jervis, 87; Shohola, 106; Lackawaxen, 110; Pine Grove, 116; Narrowsburgh, 122; Cochecton, 130; Calicoon, 135; Rock Run, 138; Basket, 145½; Lordville, 152½; Hancock, 163; Dickinson's, 169; Hale's Eddy, 171½; Deposit, 176; Summit, 183; Susquehanna, 192; Great Bend, 200; Kirkwood, 205; Binghamton, 214; Hooper, 220; Union, 223; Campville, 229; Oswego, 236; Tioga, 241; Smithboro', 246; Barton, 248; Waverly, 255; Chemung, 260; Wellsburg, 266; Elmira, 275; Big Flats, 283; Corning, 290 (branch line to Rochester, 385); Painted Post, 292; Addison, 301; Rathboneville, 306; Cameron, 314; Adrian, 322; Canisteo, 327; Hornellsville, 331; Alfred, 340; Andover, 349; Genesee, 357; Phillipsville, 365; Belvidere, 369; Friendship, 373; Cuba, 382; Olean, 394; Allegany, 398; Carrollton, 407; Great Valley, 410; Salamanca, 413; Little Valley, 421; Cattaraugus, 428; Dayton, 437; Perrysburgh, 440; Smith's Mills, 447; Forestville, 451; Dunkirk, 459. *Buffalo Division.* Hornellsville, 331; Canaseraga, 343; Nunda, 355; Portage, 361; Castile, 365; Gainesville, 367; Warsaw, 374; Linden, 385; Attica, 391; Darien, 397; Alden, 403; Lancaster, 412; Buffalo, 422; Suspension Bridge, 443; Cleveland, 605; Chicago, 961.

Northern R. R. of N. J.

New York to Nyack, 29 M.; time, 1½-2 hrs. Soon after leaving Jersey City the line turns to the N. between the heights of Hoboken and the broad marshes of the Hackensack River. The ensuing stations are at suburban villages which are more or less dependent on New York. New Durham is W. of Weehawken on

the Hudson; Granton is W. of Bull's Ferry; Ridgefield Park has a large summer hotel; and Leonia is N. W. of Fort Lee. The line thence ascends the fertile valley by Van Brunt's, and Englewood, which is near the *Palisade Mountain House, opposite the N. end of Manhattan Island. Stations, Highland, Tenafly (near Highwood Park, on the Palisades opposite Yonkers), Cresskill, Closter (near Old Hook, in the Hackensack Valley), and Norwood, beyond which it enters New York and passes Tappan, and runs N. along the Hudson shore to Piermont and Nyack (see page 65).

The Hackensack Branch.

Stations. — New York; Jersey City; Erie Junc., 8; Carlstadt. 9; Woodridge, 10; Lodi Junc., 12; Hackensack, 13; Cherry Hill, 15; River Edge, 17; Oradell, 18; Kinderkamack, 20; Westwood, 21; Hillsdale, 22; Pascack, 23; Park Ridge, 24; Nanuet, 28; Spring Valley, 30; Suffern, 37.

After leaving Jersey City the train passes out through N. Bergen and crosses the Hackensack meadows and river to Erie Junction, where it diverges to the N. E. through the German village of Carlstadt. Stations, Woodridge, Corona, Lodi Junction (whence a branch R. R. runs to Lodi), and **Hackensack** (*Hackensack House*), an ancient village with 9 churches and the buildings of Bergen County. It is at the intersection of the present sub-route with the Midland R. R.; and is in the fertile and wealthy Hackensack Valley (nearly midway between Fort Lee and Paterson). The village was partially burnt by the Hessians in 1780; and was the scene of several sharp skirmishes. The train now ascends the valley, with the Palisade highlands on the r., traverses the level dairy-town of Washington, enters the State of N. Y., and reaches *Nanuet*, on the Piermont Branch R. R., whence a R. R. is to be built N. to New City. From Nanuet the train runs W. 9 M. to *Suffern* (see page 221).

Passengers leave the foot of Chambers or of 23d St., and cross to the Erie terminal station in Jersey City, whence the train runs out through the Bergen tunnel, piercing for ⅞ M. the rocky ledges of Bergen Heights. Passing over the flat marshes of Secaucus, with Snake Hill on the l., the line crosses the Hackensack River and a wide moorland, with the Boonton Branch R. R. on the W., and the Hackensack Branch diverging on the r. Beyond the low heights of Rutherfurd Park (*Union Hotel*), the Passaic River is crossed to Passaic (*Passaic Hotel*), the ancient village of Acquackanonck, bought by the Dutch from the Sachem Captahem. This village has 9 churches, and large print-works near the river. The train now reaches **Paterson** (*Hamilton House*, $3 a day; *Franklin House*, on Main St.), the capital of Passaic County, and a prosperous city of 33,579 inhabitants. It was founded in 1791 by Alexander Hamilton's efforts, and was designed for "a great emporium of manufactures." In so far has this scheme succeeded that Paterson is now one of the first manufacturing cities in New Jersey. There are many cotton-mills on the water-power afforded by the Passaic Falls; also the Passaic Flax-Works, immense locomotive-works, the mills of the American Velvet Company, and the largest silk-factory in the U. S. (established in 1840), employing 800 hands, and making $2,000,000 worth of silk yearly. The city has 2 daily papers, 2 banks, and 34 churches (including 4 of Hollanders). The streets are broad and well laid out, and 2 bridges cross to the suburb of Manchester. The ***Passaic Falls** are within the city limits, and are surrounded by a small and rugged park. The river here falls perpendic-

ularly about 50 ft. into a deep crevice between palisades of basalt, and affords a fine sight at time of high water. Below the falls (which are best seen from the bridge) the river bends sharply, and flows through a dark gorge between high rectilinear basaltic walls. On a cliff in this vicinity is a handsome monument in honor of the soldiers of Paterson in the Secession War; and also a belvidere tower, which overlooks the city and much of Passaic County. Near the latter are the high reservoirs of the water-works. Paterson is a station on the Midland, the Paterson and Newark (11 M.), and the Del., Lack. and Western R. Rs.; also on the Morris and Essex Canal.

The Erie train now runs N. through a fertile country by several rural hamlets, approaches the Ramapo Mts. on the W., enters the State of N. Y., and reaches *Suffern.* A branch line runs hence 18 M. S. E. to Sparkill and Piermont (see page 65), from which a spur is to run N. (from Spring Valley) to Grassy Point, on the Hudson. The next station on the main line is **Ramapo** (*Terrace House*), whence may be visited the beautiful scenery of the Ramapo Valley. From this point the Torn Mt. is ascended, revealing a view extending over N. Y. harbor. Washington visited this peak in order to observe the British camps and fleets about N. Y. 2 M. W. is the lofty Potague Lake, commanding a view of the Ramapo Gap and Valley. The *Mt. Lake House* is a summer hotel at Mahwah. 1 M. beyond the village the Sterling Mt. R. R. diverges to the N. W., and runs 7½ M. through the Bellvale Mts. to Lakeville, on Sterling Pond and near Greenwood Lake. Beyond Sloatsburgh (on the r.) are seen the ivy-clad ruins of the Augusta Iron-Works, where the chain was forged which was stretched across the Hudson in 1776. The train continues up the Ramapo Valley to **Turner's,** which is situated in one of the fairest parts of the district. It has achieved considerable success as a summer resort, the surrounding views being pleasant, and the country abounding in fine roads. There are several highland lakes (Truxedo, Mount Basha, Round, etc.: with fine pickerel-fishing) in the vicinity; and a road leads 14 M. N. E., through a wild forest district, to West Point (see page 75). The high hill near the station overlooks the Ramapo Gap, the Hudson River, and Newburgh. The elegant summer hotel and railway dining-room at Turner's (of brick; 4 stories high and 400 ft. long) was destroyed by fire, Dec. 26, 1873.

The *Newburgh Branch R. R.* trains run from Turner's to Newburgh in 18–20 M., passing *Highland Mills* (Cromwell's Lake House, 1,200 ft. above the Hudson), and then traversing the Schunemunk Mts. through Woodbury Clove. Beyond Cornwall (6–7 M. W. of Cornwall-on-Hudson) the line meets the Greycourt Branch at Vail's Gate, whence it runs through the arable hills of New Windsor to Newburgh (see page 76). The Erie train on the main line passes from Turner's to Monroe (*Wabeck House*), a

pleasant highland hamlet in the lake country of Orange County. Near this station is the Seven Springs Mountain House, accommodating 400 guests (at $3 a day) in spacious stone buildings.

Greenwood Lake (* *Windermere House,* with spacious grounds; * *Brandon House,* $3 a day, $15 a week) is reached by stages from Monroe after a ride of 10 M. down a pleasant valley (2 hours). It is also visited from other adjacent stations. The Traphagen House is a new and elegant summer-hotel, pleasantly located on the E. arm of the lake. The steamers make semi-daily trips. The lake is 10 M. long (partly artificial) and 1 M. wide, and has been called "a miniature Lake George," being inwalled by rugged mts. The water is very clear, and contains many fish. Wawayondah, Macopin, Sterling, and other lakelets are visited hence, and a pleasant road leads to Warwick in 7 M., passing over the mts. and overlooking the Warwick Woodlands.

From Greycourt station a branch R. R. runs N. E. to Newburgh in 18 M.; and the Warwick Branch runs S. W. to the pleasant village of *Warwick.* The train now traverses the rich dairy-lands of Orange County, and crossing the fertile Greycourt Meadows (with Sugar-Loaf Mt. visible), the hamlet of Chester is passed, and the line reaches **Goshen,** a pretty village of 2,205 inhabitants, with 4 churches and several classical schools. There is a monument in the public square in memory of the men of Goshen who fell in battle at Lackawaxen, in 1779. It is a semi-capital of Orange County, the great dairy of N. Y. City; and Goshen butter is in high repute. Besides great quantities of butter, cheese, and condensed milk, this district supplies the metropolis with many small fruits and vegetables. A railroad runs S. W. from Goshen 12 M. to *Pine Island,* in the Drowned Lands of Warwick, W. of the Bellvale Mts.

The Walkill Valley Branch extends from Goshen to Kingston in 43 M. The line runs N. E. to the manufacturing villages of Montgomery and Walden, E. of the Comfort Hills. The Shawangunk Mts. are seen on the l. as the train traverses the towns of Shawangunk and Gardiner, and the pretty village of *New Paltz* is next seen, on the widening intervales of the Walkill. 9 M. E. is New Paltz Landing, on the Hudson; and to the W. is seen Paltz Point, one of the chief Shawangunk peaks.

Lake Mohonk (* *Mountain House,* 125 guests; $14–18 a week) is 6 M. from New Paltz, and is on one of the highest ridges of the Shawangunk Mts., 1,243 ft. above the Hudson River. It is ¾ M. long, very deep, and filled with fish, while its shores are formed by great piles of quartz rock, and Paltz Point looms boldly over the quiet waters. *Sky-Top* is a peak on the N., 300 ft. higher than the lake, and commanding a fine * view, including the populous Walkill and Esopus Valleys, the ridges of the Shawangunk, the Hudson Highlands, and the Berkshire Hills. Eagle Rock, Sunset Rock, the Balance Rock, and the Labyrinth are favorite resorts near the lake. 5½ M. from Lake Mohonk are the **High Falls,** on the Rondout Creek. The Lake is reached by stages connecting with the day-boats from N. Y. at Poughkeepsie (14½ M.), and by semi-daily stages from the Erie Railway trains at New Paltz. N. Y. to Lake Mohonk, 5½ hrs. (by Erie line).

The main line beyond Goshen crosses the town of Wawayanda (in the Walkill Valley), which sends 27,000 gallons of milk to N. Y. daily (station, Hampton), and intersects the N. Y. and O. Midland R. R. at

Middletown (*Grand Central ; Ogden House*). This is a brisk manufacturing place, with 6,049 inhabitants, 8 churches, 3 banks, 5 newspapers, and a printing-office that supplies "patent outsides" to 60 different rural papers. There is an active fire department, a system of graded schools, and water-works connected with Monhagan Lake. W. of the village is the new State Homœopathic Insane Asylum. The train enters the hills beyond Howell's station, and at Otisville rapidly ascends the Shawangunk Mts. It was at first thought best to tunnel through this barrier-ridge, but the present system of planes was finally adopted (40 ft. to the M.). The summit is passed in a deep rock-cut (50 ft. deep and ½ M. long), and the track descends on the W. 45 ft. to the M. The line runs S. W. on lofty galleries, and beautiful views of the Neversink Valley are afforded, with Milford and Port Jervis in the distance (the best views are from the r. of the train). With fascinating prospects of rugged mts. and fruitful valleys on either side, the train sweeps down to **Guymard** (* *Guymard Spring House*, $2.50 a day, $12 a week), situated on a spur of the Shawangunk Mts. over the Neversink River. The views from Look-off Point and Mt. Camerdon are attractive, and a noble view is enjoyed from the peak called *Prospect Point*, including Guymard, Huguenot, Port Jervis, the Neversink and Delaware Valleys, and a vast wilderness of rugged peaks terminated by Storm King on the Hudson River.

The Neversink is followed to its confluence with the Delaware River at **Port Jervis** (*Delaware House ; Fowler House*), at the corner boundary of the States of N. Y., N. J., and Penn. This place has 8,700 inhabitants, and 7 churches, and is the seat of extensive R. R. shops. The round-houses have stalls for 60 locomotives. The village was named for John B. Jervis, the engineer of the D. & H. Canal, by which Penn. coal passes this point and is carried to tide-water on the Hudson. The scenery in the district is very striking, and attracts many summer visitors. *Point Peter* is often visited from this point, and commands a pleasing view, including Port Jervis and the valleys, and Mts. Sullivan, Williams, and other tall peaks.

The Delaware Valley has fine carriage-roads leading through pretty scenery. "From the N. border to the famous Water Gap, 40 M. S., stretches a gigantic ridge, compacted of slate and shale, overhanging the rich meadow-banks of the Delaware, and fringed with pine and fir. . . . . Along this romantic valley are cliffs of wildest, craggiest forms, and streams as virginal as when they were the Indian maiden's bath and mirror. They tumble over the great bluffs into the lowlands and the welcoming river even at their own sweet will. Shut in with woods and buttressed with mighty walls of rock, are cascades lovely as any in the world, — almost peerless in grace and variety of feature. . . . . It is a Morning Land, with every cliff facing the risen sun. The mist and languor are in grain-fields far below ; the hills themselves are of the richest, darkest green ; the skies are blue and fiery ; the air is crisp, transparent, oxygenated, American." (Stedman.) **Milford** (*Dimmick House*) is 1 hour's stage-ride S. W. of Port Jervis, crowning a plateau beside the river and (according to Willis) "looking like a town that all the mts. around have disowned and kicked into the middle." Near

Dimmick's is the picturesque *Sawkill Glen* (6–8 M. from Port Jervis), with deep gorges and trout-pools, and the *Sawkill Falls, "whose grace is the despair of artists." "But *Raymondskill* is the acknowledged monarch of our Milford fluviarchy," and has several lovely cataracts (Bridal Veil, Main Fall, etc.).

A branch R. R. runs from Port Jervis 24 M. N. to Monticello, following the Neversink Valley. Stations, Huguenot, Rose Point, Oakland, and Hartwood, W. of which are the *Mongaup Falls* (70 ft.), in a deep chasm on the Mongaup River. Stations, Barnum's, Newfoundland, and **Monticello** (*Monticello; Mansion*), a highland village finely situated 1,387 ft. above the sea, and surrounded by hills. It is the capital of Sullivan County, and the main street is 1 M. long and 130 ft. wide, with flagged sidewalks and lines of shade-trees. The county buildings are of stone, and there are 4 churches. Pleasant, or Kiamesha, Pond, is 1 M. from the village, and has a summer boarding-house on its shore. The N. Y. and O. Midland R. R. is 4–5 M. N. E. of Monticello.

The train crosses the Delaware 3 M. beyond Port Jervis, and runs for 26 M. in the State of Penn., in the midst of pleasant and picturesque scenery. The line follows closely the river and canal, and beyond Stairway Brook the track is laid on broad galleries hewn high up in the S. cliffs. The surveyors who located it were lowered by ropes from the summit. *Pond Eddy* is at a broad curving basin of the Delaware; and from *Shohola* a suspension bridge conducts to Barryville, on the N. Y. shore. The railroad for a long distance on this section cost $100,000 a mile, and looks down from its lofty course upon the pleasant meadows of Lumberland. Station, *Lackawaxen*, at the confluence of Lackawaxen Creek and Delaware River. The canal here crosses the river by a suspension bridge; and the railroad bridges the Lackawaxen.

S. of Lackawaxen is the wilderness-county of Pike, 12,000 acres of which are occupied by the **Blooming Grove Park,** belonging to a sporting club and guarded by foresters. Amid these dense forests and lakes are 3–400 deer, with many foxes, hares, bears, and game birds and fish. The proprietors have summer shooting-lodges in the park.

The *Honesdale Branch R. R.* runs W. up the valley of the Lackawaxen Creek, through the rugged and sparsely inhabited highlands of Pike and Wayne Counties, to Honesdale (25 M.), passing Hawley.

7 M. from Lackawaxen the train crosses the Delaware by a bridge 600 ft. long, and re-enters N. Y. State at Tusten, a forest town of Sullivan County. Station, *Narrowsburg* (summer hotel), at the Big Eddy, where the Delaware is compressed into a narrow channel by two rocky promontories. A single-span bridge here crosses the river; and a road leads E. into the lake-strewn towns of Highland and Lumberland, passing several of the hundred lakes of Sullivan County. The vicinity of Narrowsburg was the scene of Cooper's novel, "The Last of the Mohicans." The scenery is less interesting as the train passes *Cochecton*, which is near Damascus, Penn., and is W. of the many trout-abounding lakes of Bethel. *Callicoon* is near Galilee, Penn., and the pretty natural scenery of Callicoon Creek. Stations, Hankins and Basket (at the new factory village of Douglas), beyond which the train passes along the bases of the mountainous bluffs of Delaware County. *Lordville* is opposite the Penn. hamlet of Equinunk; Stockport is the station for a village of Penn. on the r.

bank. The train passes a long ridge on the r. and crosses the E. Branch of the Delaware, then reaches *Hancock*, a pleasantly situated village with a suspension bridge on the W., and a plank road (stages for Hamden and Delhi) running up the Popacton Valley to Walton. The E. bluffs are now skirted on the r., and beyond Hale's Eddy the train reaches *Deposit*, at the great bend in the W. Branch of the Delaware. It is at the mouth of Oquago Creek, and was formerly an important place of *deposit* for lumber awaiting the spring freshets. Extensive cattle-yards are now located here. The line leaves the Delaware Valley and begins to rise over heavy grades through a desolate land of hills. It ascends 369 ft. in 8 M., and reaches the lonely station of *Summit*, 1,366 ft. above the sea. Then ensues a descent of 8 M. on a grade of 60 ft. to the M. 4 M. from Summit the train crosses the site of the *Cascade Bridge*, a light and graceful structure of wood and iron which spanned a dark ravine 250 ft. wide and 184 ft. deep. It has been replaced by a lofty embankment. A pleasant * view of the Susquehanna River and Valley is gained on the r.; and the train, entering the State of Penn., crosses the famous * **Starucca Viaduct.** This noble piece of masonry (built in 2½ years) cost $ 325,000, and crosses the Starucca Valley by 18 arches, with a length of 1,200 ft. and a height of 110 ft. The valley and viaduct as seen in autumn have been celebrated by Cropsey in a brilliant painting. Crossing the Canauacta Creek at Lanesborough on a long trestle-work, the train stops at **Susquehanna** (* *Starucca Hotel*, at the station; passengers get good meals in the lofty and elegant dining-room). This village contains the R. R. repair-shops, and is sometimes called "The City of Stairs," from the steepness of its streets and declivities. It was occupied by Penn. troops in March and April, 1874, to prevent destruction of property by insurgent employés. The buildings and machinery are the best in America, covering 8 acres, in 16 departments, and valued at $ 1,750,000. Opposite Susquehanna is the massive Oquago Mt.; and 2 M. beyond the train passes the *Painted Rocks*, where the first settlers found, high up on the cliffs, a painting of an Indian chief. The Jefferson Branch runs S. from Susquehanna to Carbondale (38 M.) and the coal-fields of Luzerne County. The Susquehanna River is crossed (beyond the Starucca Hotel) on a bridge 800 ft. long, and the train traverses level grades between the river and the tall hills on the r., and stops at *Great Bend*, whose village is on the farther shore. Here the Del., Lack. & Western R. R. comes in from the great coal-fields of Penn., bringing long coal-trains for the Erie western trade. Its track runs parallel to the Erie (on the r. bank) as far as Binghamton. Beyond Kirkwood the present route reaches **Binghamton.**

Hotels. — The * Dwight House ($3-4.50 a day) is a new and elegant hotel in a far-viewing park near the city, suitable either for tourists or for a summer house. Spaulding House, near the station, $2.50; Lewis House. On Court St., Exchange Hotel; Way's Hotel; Cafferty House.

Horse-Cars. — On Main, Court, and Chenango Sts. to Port Dickinson (3 M.); on Washington and Eldredge Sts. to Inebriate Asylum; and on Washington St.

Railroads. — The Erie, to N. Y. in 214 M., to Buffalo in 208 M.; the Del., Lack. & Western, to N. Y. in 210 M., to Oswego in 115 M.; the Albany and Susquehanna, to Albany in 142 M.

Binghamton was named after Wm. Bingham (of Phila.), who owned large tracts of land in this region. It was settled late, and became a city in 1867. The hill-county of Broome was first visited by white men when Clinton's army traversed it in 1779. They encamped near Binghamton, and destroyed an Indian village. The first settler in the co. was Capt. Leonard (of Plymouth, Mass.), who came in 1787, and was soon followed by other New-Englanders, who occupied the intervales of the Chenango. The chief village was Union (9 M. from Binghamton), where a hotel was built and the *American Constellation* newspaper was started (1800); but Union retrograded after Bingham, with shrewd strategy, founded a town at the confluence of the rivers. The county was owned by the Tuscarora Indians, who sold it to N. Y. in 1785, after a long treaty conference at Fort Herkimer. Together with a great portion of Central N. Y., it was claimed by Massachusetts in virtue of her royal charter, which embraced all the territory between 44° and 48° N. latitude, "from sea to sea." Mass. yielded her right to this vast trans-continental belt at the Hartford Convention of 1786, receiving, among other things, a tract of 230,400 acres in and near Broome Co. The Commonwealth sold this district to 60 men of Berkshire in 1787 (for $7,500), and the aborigines were soon crowded off by the hardy Eastern immigrants.

BINGHAMTON, the capital of Broome Co., is pleasantly situated at the confluence of the Susquehanna and Chenango Rivers, and is surrounded by high wooded hills. It has about 16,000 inhabitants, with 12 churches, 6 banks, 9 Masonic societies, and 3 daily papers. The city has risen to importance by its railroad facilities, four great lines converging here and connecting with the Chenango Canal. Immense amounts of iron and coal are handled, and large manufacturing interests have been developed, while the country trade of many towns is centred here. The city is on both sides of both rivers, and there are 2 bridges over each. Chenango St. runs S. from the station, by the Baptist and Presbyterian churches, to Court St., the main thoroughfare. The *Court House* is a large building, surmounted by a dome, and fronted by a classic portico supported by Ionic columns. It is eligibly situated on Court St., amid open grounds, beyond which the hills are seen. Court St. has several fine commercial blocks, the best of which is the lofty granite *Bank Building* (corner of Chenango St.). Passing to the W., the Chenango Canal and River are crossed, and the new and ornate High School is seen on the l., fronting the Cong. Church. On the hill beyond is the brick building of the *Place College* (Methodist; for ladies). The Chenango Canal was commenced in 1833, and extends 97 M. N. to the Erie Canal, at Utica. *Christ Church* is an irregular and picturesque stone building; and *St. Patrick's* is on Le Roy St., and is connected with the Convent of St. Joseph. The city water-works are on the Holly system, and supply 22 M. of pipes. 6 continuous streams of water can be thrown 125 ft. high at the same time

by the hydrants, and without engines. On *Mt. Prospect* is a favorite water-cure hotel, situated among large trees, and overlooking the city and valley. In the vicinity is a saline-chalybeate spring, whose waters resemble those of Cheltenham, England (in each gallon, 53 grains of carbonate of iron, 63 of carbonates of lime and magnesia, and 11 of chloride of sodium). In the N. W. suburb is the *Spring Forest Cemetery*, where D. S. Dickinson, the senator and jurist, is buried, under a monument erected by the N. Y. Bar Association. The **State Inebriate Asylum** is situated upon a far-viewing hill 1–2 M. N. E. of the city (horse-cars), and is an imposing stone building, 365 ft. long, in the Tudor castellated architecture, with many towers, and 400 acres of grounds. It is designed for the medical treatment and restraint of inebriates. The Susquehanna Valley Home is near the city, and guards and educates indigent children.

Beyond Binghamton the Erie train enters a fertile farming country, which is fringed by the rich Susquehanna intervales. Stations, Hooper, Union, Campville, and **Owego** (*Ahwaga House; Park; U. S.; Briggs'*), the capital of Tioga County. Owego is beautifully situated on the N. bank of the Susquehanna, which is here crossed by a bridge 1,200 ft. long. It has 9,715 inhabitants, with 7 churches, 3 weekly papers, and 4 banks. Considerable manufacturing is done here, and there is a lucrative trade with the farming country in the vicinity. In the W., on Owego Creek, is *Glen Mary*, an estate formerly held by N. P. Willis, and where he wrote the charming "Letters from under a Bridge." Evergreen Cemetery is N. of the village, on a hill 200 ft. high, and commands attractive views of the valley. On the park is the new and elegant Court House of Tioga County. The Cayuga Div. of the Del., Lack. & Western R. R. runs from Owego N. W. to Ithaca in 35 M. (see page 204); and the S. Central R. R. crosses the Erie at this point.

The Susquehanna is closely followed by the stations of Tioga Centre, Smithboro', and Barton, to **Waverly** (*Courtney House*), a prosperous village on Cayuta Creek, with 2,239 inhabitants, 5 churches, 3 newspapers, and 2 banks. S. of Waverly, at the confluence of the Chemung and Susquehanna Rivers, is *Tioga Point*, where the hostile army gathered before the Massacre of Wyoming. At a later day, Gen. Sullivan's American army encamped here before the battle near Elmira. The Penn. & N. Y. Canal & R. R. Co.'s R. R. intersects the Erie at this point; and the Ithaca and Athens R. R. runs N. to Ithaca. The train now passes down to the Penn. border, then turns N. W., and reaches

Elmira.

Hotels. — *Rathbun House, $3 a day, corner of Water and Baldwin Sts.; Frasier House, at the station; Pattinson House. *Reading-Room*, Y. M. C. A. (6,000 volumes), corner of Lake and Carroll Sts. *Horse-Cars* on Water St., and to the College and Eldridge Park. *Railroads.* — The N. Central R. R. here intersects the Erie, at 256 M. from Baltimore, and the Lehigh Valley and Utica, Ithaca and Elmira Railroads terminate here.

ELMIRA, the capital of Chemung County, is situated in a pleasant valley near the Chemung River, and is the chief city of the Southern Tier. It has over 20,000 inhabitants, with 12 churches, 2 daily and 3 weekly papers, and 6 banks. Much business is done in the transshipment of coal and grain on the railroads and canals which intersect here, and there is a large and lucrative country-trade. There are many busy manufactories, including the immense car-shops of the Erie Railway; and here is the seat of the new State Reformatory and the Southern Tier Orphans' Home. *Water St.* is the main thoroughfare, and is lined with business houses. The *Court House* is a handsome building, situated in pleasant grounds. The **Elmira Female College** occupies a spacious and imposing brick building on an eminence in the N. suburb, and is richly endowed and of good repute. It has 12 instructors and 130–150 students, and is located amid umbrageous grounds. The **Eldridge Park** (100 acres) is a short distance N. of the city, and is prettily laid out with groves and lakelets, and adorned with many statues, — Eve and the Serpent, Contemplation, Andromeda, Sabrina, Flora, the Maid of the Mist, etc. The *Elmira Water Cure* is on a hill E. of the city, overlooking Elmira and the Chemung Valley (for boarders, $7–13 a week; for invalids, including medical attention, $10–15 a week).

The site of Elmira was anciently occupied by the Indian town of *Conewawah*, which was surrounded by prolific orchards and grain-fields. Near this place the Six Nations concentrated their forces in 1779 and built fortifications to check the advance of Sullivan's army. Aug. 29, 1779, Gen. Hand appeared before Conewawah with the American vanguard and was at once attacked by the Indians. Brant (the celebrated Mohawk chieftain) and Sir John Johnson commanded the hostile forces. Poor's Continental brigade arrived on the field while Hand was in line before the works, and was ordered to storm the heights on the r. of the advance. After a stubborn combat of 2 hours' duration, during which the American artillery kept up a continuous cannonade, Poor succeeded in reaching the summit of the ridge and flanking the hostile lines. The Indians then raised the retreating cry of *Oonah! Oonah!* and gave way in every direction, leaving the Continentals in possession of the field and town. Sullivan's devastating march up the Seneca country followed this victory (see page 212). This vicinity began to be colonized in 1787–90, and its growth has since been rapid. Elmira was a busy recruiting-rendezvous during the Secession War, and 37 regiments were organized here. A part of the immense barracks was fitted up for a military prison, and here were confined 11,916 Rebels, of whom 2,950 died (invalids from the unhealthy prison at Point Lookout, Md., or men worn down by hardship in the field). Many of them are buried in Woodlawn Cemetery with headstones provided by the U. S. Govt. 2½ M. W. of Elmira are the ruins of a prehistoric fortress, on a bold promontory over the Chemung River.

On leaving Elmira the Eldridge Park is passed on the r. and the train runs N. into Horseheads town, where the N. Central R. R. diverges to the r. at Junction station. **Corning** (*Dickinson House*, $3 a day) is a busy factory village of 6,811 inhabitants, with 7 churches, 3 newspapers, 3 banks, and 2 academies. On the hill over the business streets and railroad is seen the massive little building of the *State Arsenal*, with its towers and walls resembling a small castle. The village was formed in 1796,

and bore the name of Painted Post until 1852, when it was named in honor of Erastus Corning.

A railroad runs S. from Corning into the large and sparsely populated Penn. county of Tioga, following the valley of the Tioga River. Fares, to Blossburg, $1.35; to Fall Brook, $1.60; to Wellsboro', $1.30. The line passes through a rugged country to **Blossburg** (*Eagle Hotel*), a flourishing town with over 4,000 inhabitants. In this vicinity several short coal-roads diverge to the mines: and the prolific coal-beds of the Fall Brook Co. are among the ravines 4–7 M. E. A branch R. R. runs S. W. 24 M. from Lawrenceville (15 M. S. of Corning) to Wellsboro' (*Wellsboro' Hotel*), the county-seat, and Antrim; and another branch runs 7 M. W. from Lawrenceville to the hamlets of Nelson and Elkland. Stages run from Wellsboro' to Mansfield, Stony Fork, and Coudersport (46 M.; tri-weekly). The *Blossburg Mineral Springs* are much visited, and contain an excess of free sulphuric acid, with sulphates of iron, alumina, and magnesia. 733,035 tons of semi-bituminous coal were mined in the Blossburg district in 1870, and were sent to market by way of Corning.

The Rochester Division.

Stations. — Corning, 290 M. from N. Y.; Painted Post, 292; Cooper's, 295; Curtis, 298; Savona, 304; Bath, 310; Kanona, 314; Avoca, 318; Wallace's, 321; Liberty, 326; Blood's, 330; Wayland, 336; Springwater, 340; Conesus, 347; S. Livonia, 351; Livonia, 355; Hamilton's, 357; Avon, 366; Rush, 371; Scottsville, 373; Henrietta, 376; Red Creek, 380; Rochester, 385. Fare from N. Y. to Avon or Rochester, $7.70.

The train runs N. W. from Corning by Painted Post and several rural stations in the valley of the Conhocton River. **Bath** (*Park Hotel*) is a populous village situated in a rich farming district (prolific in wines) and has 6 churches, 2 newspapers, the Haverling School, and the Davenport Female Orphans' Asylum. It is a semi-capital of Steuben County. Trains run N. E. to *Hammondsport*, on Keuka Lake (N. Central R. R.). The train ascends the Conhocton Valley by Blood's (whence daily stages run to *Naples*, on Canandaigua Lake), and passes on to Conesus, a short distance W. of the pretty highland Lakes Conesus, Hemlock, Canadice, and Honeoye. Hamilton's station is near the foot of *Conesus Lake*, which is 8 M. long; and 6–7 M. N. E. is *Lima*, the seat of the Genesee Wesleyan Seminary and formerly of the Genesee College. Station, Avon (*Avon Springs Hotel*), a pleasant village in the Genesee Valley and near the celebrated **Avon Springs** (*Congress Hall; * Knickerbocker Hall; U. S. Hotel*, in the village; and several boarding-houses). There are 3 springs, and the saline-sulphurous waters are taken internally and also in the form of baths. The Lower Spring has 158 grains of solid contents in each gallon; and the Upper Spring has 204 grains. They are 1 M. S. W. of Avon, and the Lower Spring discharges 54 gallons a minute. The waters are mildly cathartic, and are beneficial in cases of chronic and cutaneous diseases. Stages run from Avon to York and Lima.

The *Attica Branch R. R.* runs W. from Avon by Le Roy and Batavia to Attica in 37 M. (and also to Buffalo); and the Dansville and Mt. Morris Branch runs S. from Avon up the Genesee Valley to Dansville, passing *Geneseo*, the capital of Livingston County, the seat of a State Normal School and the Geneseo Academy

(on Temple Hill, and approached by an avenue lined with noble trees). Here is the monument to Gen. J. S. Wadsworth, a wealthy gentleman of Geneseo who studied law under Daniel Webster; entered the U. S. army during the Secession War; and was mortally wounded while commanding the First Corps of the Army of the Potomac, at the battle of the Wilderness. Beyond the flourishing village of *Mount Morris* the train runs S. E. to **Dansville,** a place of 3,600 inhabitants, with 8 churches, 2 banks, a seminary, and numerous factories. On a hillside over the village is the "Our Home Hygienic Institute," overlooking the rich Canaseraga Valley. 2½ M. S. is the *Stony Brook Glen,* famed for its beautiful scenery. The Jackson, Hurd, and Woodcliff Falls are all within 1 M. of the entrance to the glen.

Beyond Avon the Rochester train descends the Genesee Valley, near the river, crosses the T., B., & C. Div. of the N. Y. Central R. R.; and runs N. E. through Henrietta and the rich nurseries of Brighton to the city of **Rochester** (see page 171).

The train on the main line of the Erie Railway runs parallel with the Rochester Div. to *Painted Post,* where the latter road diverges to the r. This station and village is named after an inscribed monument which was erected in 1770 by the Indians over the grave of their chief, Capt. Montour. The track next ascends the Tioga and Canisteo Valleys to *Addison,* an active factory village at the confluence of the Canisteo and Tuscarora Rivers. The valley now begins to contract, and the bluffs are steeper and more rocky. Stations, Rathboneville, Cameron Mills, Cameron (in the deep valley of the Canisteo), Adrian, and Canisteo. The valley grows wider, and the train stops at **Hornellsville** (*Sherman House; American;* restaurant at the station), a place of 4,552 inhabitants, with 5 churches, and an active Library Association. The Susquehanna, Western, and Buffalo Divisions of the Erie Railway converge here, and many side-tracks, engine-houses, and repair-shops are located near the station. The line passes from Hornellsville up the Canacadea Valley to Almond, a prosperous factory village situated on ample water-power. The scenery of the Western Division is of but little comparative interest, and the settlements are new and small. Station, *Alfred,* 2 M. N. E. of the *Alfred University,* a school of the Seventh-Day Baptists, with academic and collegiate departments, spacious buildings, 18 professors and tutors, and 363 students (184 ladies). At *Tip Top Summit* the R. R. attains its greatest elevation, 1,760 ft. above the sea, and thence it descends toward the Genesee Valley on a grade of 40 ft. to the M. Dike Creek is followed by Andover to *Genesee* (American House), a small factory village. To the S. are the mountainous towns of Alma and Willing, devoted to lumbering. The train now turns up the Genesee Valley (to the N. W.), and follows the river. Stations, Scio (amid steep hills), Belmont, and Belvidere. This village is the railroad outlet for several of the Genesee towns. 2 M. N. is **Angelica** (*St. Charles Hotel*), a semi-capital of Allegany County, with 5 churches, an academy, and a newspaper. The village was named after Gen. Philip Schuyler's daughter. Stations, Friendship, and *Cuba Summit,* where the train crosses the Allegany water-shed, 1,677 ft.

above the sea. The rain falling on the E. slope of this ridge flows into the Genesee River, Lake Ontario, and the St. Lawrence; that falling on the W. reaches the Gulf of Mexico by the Allegany, Ohio, and Mississippi Rivers. The descending grade leads to *Cuba,* a flourishing village on the Genesee Canal, and thence down the valley of Oil Creek (not the Oil Creek of petroleum fame) to Hinsdale and **Olean** (*Forbes House*), an important shipping station, where the present route is crossed by the Buffalo, N. Y., and Phila. R. R. ½ M. S. of Allegany station and village is a Franciscan Convent and College, with 14 monks and tertians, and 120 pupils. N. of the college is St. Elizabeth's Academy, with 60 pupils, under the Franciscan Nuns. From *Carrolton* the Buffalo, Bradford, and Pittsburgh R. R. runs S. into the decadent Penn. county of McKean, to *Bradford* (11 M.) and *Gilesville* (26 M.; fare, 80c.).

The route now lies through the great *Allegany Reservation* of the Seneca Indians. It includes 42 square M. in a belt of rich land about 2 M. wide on both sides of the Allegany, and its non-development by civilized labor has retarded the growth of the county. There were 800 – 1,000 Indians here at the last census. In 1848 the Senecas abrogated the chieftaincy and formed a government consisting of 3 peacemakers and a council of 18 members. The nation kept an ambassador at Washington, and no treaty is valid unless ratified by the votes of ¾ of the men and ¾ of the mothers.

Stations, *Great Valley* and *Salamanca*, a dreary hamlet built on lands leased from the Indians, and devoted to lumbering and tanneries. 5 – 6 M. N. E. is the remarkable rock formation called *Rock City,* occupying 100 acres on the summit of a hill 400 ft. above the valley. Immense rectangular blocks of pure white conglomerate rock (of white pebbles conglutinated) crop out along the plateau, presenting the appearance of a marble city with sharp-angled squares and straight lanes. The Atlantic & Great Western Railway runs W. from Salamanca (see Route 34), and beyond it the Erie train passes Little Valley, the capital of Cattaraugus County; Cattaraugus, in a secluded valley; and Dayton, 1,595 ft. above the sea. Long descending grades are now traversed, leading through almost unbroken forests. 3 M. beyond Perrysburgh, Lake Erie is seen in the distance. Stations, Smith's Mills, Forestville, Sheridan Centre, and Dunkirk, the terminus of the road, 460 M. from N. Y. City. Junction is here formed with the Lake Shore and Michigan Southern R. R.

Dunkirk (*Erie Hotel*) is a town of 5,231 inhabitants, with 12 churches, 2 banks, and 3 weekly papers. It is regularly laid out, and fronts on an artificial harbor which is sheltered by piers and a breakwater. It has lost its importance as a lake-port since the withdrawal of the lines of steamers to other points, and the large wharves and warehouses are not fully used. Manufactures have replaced commerce, and the R. R. repair-shops and locomotive-works employ many men. Here is located *St. Mary's Retreat,* a convent of the austere Order of the Passionists, and there is a State Normal School at *Fredonia* (3 M. S.; horse-cars or R. R.),

a prosperous village, which is illuminated with gas drawn from a remarkable spring near by.

The Buffalo Division.

Stations. — Hornellsville, 331 M. from New York; Burns, 339; Canaseraga, 343; Swain's, 348; Nunda, 355; Hunt's, 357; Portage, 361; Castile, 365; Gainesville, 367; Warsaw, 374; Dale, 380; Linden, 384; Attica, 391; Lancaster, 412; Buffalo, 422; Suspension Bridge, 443.

The train runs N. W. from Hornellsville by Canaseraga and the Chautauque Valley to *Nunda*, which is 3 M. S. of the large village of the same name. Portage (*Cascade House*, $3 a day; *Ingham House*, at Portageville) is a station at the famous * **Portage Bridge,** which is 818 ft. long and 234 ft. high. It is strongly built of iron, replacing a wooden bridge burnt in 1875. The scenery in this vicinity is of renowned attractiveness, and is formed by the descent of the Genesee River from the plateau to a deep and cliff-bound gorge. "If the Portage Falls were in Yosemite Valley or among the Alps, instead of 12 hours from the Metropolis, they would be visited and painted and photographed and written of a great deal more." (A. D. RICHARDSON.) The falls are reached by crossing the Portage Bridge on a plank walk through the trestles far below the R. R. track, and diverging to the r. by a well-defined foot-path on the W. bank. On the opposite shore is seen the Genesee Canal, in a high gallery on the side of the bluffs, and crossing the river just above by a long aqueduct. The Upper, or * *Horse-Shoe, Falls* are just below the bridge, and are 68 ft. high, preceded by a line of step-like rapids. ½ M. below is the * **Middle Fall,** where the river plunges over a precipice 110 ft. high into a deep black basin surrounded by tall cliffs. Under the W. cliff and near the bottom of the Fall is the sombre and resounding cavern called the *Devil's Oven* (often visited during low water, and large enough to shelter 100 persons). Near this point is the pretty villa called *Glen Iris*, from whose lawn is gained a fine view of the Upper and Middle Falls and the Portage Bridge. The river now flows through a great cañon whose sides are formed of sheer cliffs 250–380 ft. high, down which, on the E. side, fall occasional white bands of water — miniature Staubbachs — from the canal which traverses the escarpment beyond. At 2 M. below the Portage Bridge the rapid river becomes tumultuous and roars down through a chasm of astonishing depth and narrowness. The * **Lower Falls** are a series of high rapids with 150 ft. of descent in ½ M., over step-like strata alternating with perpendicular cascades and dark, deep pools. On one reach the river is compressed into a channel 15 ft. wide, and, after leaping down 20 ft. into a narrow crevice, hurls itself against the lofty and isolated rock-pinnacle called *Sugar Loaf*, which is 100 ft. high and 15 ft. in diameter. At this point the river whirls off at right angles, and speeds away down the gorge.

CITY OF BUFFALO.
1. Post Office ..... F. 4.
2. State Arsenal ..... F. 3.
3. Medical College ..... E. 4.
4. Opera House ..... F. 4.
5, 5. Elevators ..... G. 4, 5.
6. Normal School ..... D. 5.
7. St. Joseph's Collge ..... D. 5.
8. Fort Porter ..... D. 6.
9. Providence Asylum ..... A. 1.
10. Insane " ..... A. 5.
11. City Park ..... A. 2.
12. Forest Lawn Cem. ..... A. 3.
13. General Hospital ..... D. 3.
14. Female Academy ..... E. 4.
CHURCHES.
15. St. Joseph's Cathedral ..... F. 4.
16. St. Paul's " ..... F. 4.
17. Temple Beth Zion ..... F. 4.
18. Westminster ..... D. 4.
19. St. Michael ..... E. 4.
20. St. Louis ..... E. 4.
21. Asbury ..... E. 4.
22. N. Presbyterian ..... E. 4.
HOTELS.
23. Tifft ..... F. 4.
24. Mansion ..... G. 4.
25. Continental ..... G. 4.
26. Bonney's ..... F. 4.
27. Niagara Square ..... F. 4.
28. Reservoir ..... D. 6.
29. Young Men's Assoc. F. 4.
30. Fort Erie ..... C. 7.
31. Internat'l Bridge ..... A. 7.
32. N. Y. Cent. Station ..... N. 4.
33. Erie Railway " ..... G. 4.
34. Niagara Falls " ..... F. 5.
A B C D E F G H
1 2 3 4 5 6 7
NIAGARA RIVER
BLACK ROCK HARBOR
BLACK ISLAND
AQUA
FORT ERIE
MAIN
LINWOOD
DELAWARE AV.
ELMWOOD AV.
NIAGARA ST.
BROADWAY
GENESEE
SENECA
SWAN
EXCHANGE
ERIE
CHICAGO
OHIO
MICHIGAN
ILLINOIS
WASHINGTON
CANAL
The Point
Fort Erie
Black Rock
Buffalo
Niagara Falls

The High Banks of the Genesee extend for several miles, between the towns of Mt. Morris and Castile, with an altitude of 300–350 ft. 3. M. from the Lower Falls is *Wolf Creek*, which descends from the Silver Lake plateau through a resounding glen flanked by tall cliffs, and enshrining many graceful cascades.

As the train crosses the Portage Bridge, fine views are afforded (on the r.) of the High Banks and the profound gorges of the Genesee. Beyond Castile the line reaches *Gainesville* 3 M. N. E. of a hamlet which contains a large female seminary. The *Silver Lake Railway* (2 trains daily) runs N. E. 7 M. from Gainesville along the shores of the lake to *Perry*, a small village on its outlet. **Silver Lake** is 3 M. long, and has a small summer hotel on its shore. Its waters deposit lime in the form of marl, and are said to be haunted by a monster serpent, concerning which there was much excitement in 1855. Station, **Warsaw** (2 large country hotels; hotel at the station), the capital of Wyoming County, with 1,631 inhabitants, 5 churches, 2 banks, and 2 newspapers. This is the favorite summer home of the visitors to the beautiful **O-at-ka Valley**, or Valley of Wyoming (not the historic Wyoming). The village is very pretty, and is approached from the station by the *Gulf Road*, which leads down a deep ravine into the Warsaw glen. The favorite drives are to Silver Lake, 7 M. S. E.; to the High Banks of the Genesee and the Wolf Creek glen; and down the rich Oatka Valley to Wyoming, 8–10 M. Daily stages run S. W. by Wethersfield Springs to Arcade (25 M.).

"The vicinity of Warsaw — along the banks of the Oatka — is a rich pastoral country, such as artists love and strive to reproduce in their pictures. Here groups of elms reach their graceful branches down to the water; there the water reflects the soft gray spray of willows. . . . . Like almost the whole of Northern N. Y., the region is full of waterfalls, the most beautiful, perhaps, being the Upper Falls above the railroad at Warsaw, which only need a different and grander texture of rock to equal the waterfalls of Norway, or the Falls of Inversnaid, in Scotland."

Warsaw and the Oatka Valley are seen to the r. from the train as it passes the station and winds along the highlands to Dale, Linden, and **Attica** (*Exchange Hotel*), which is connected with Batavia (11 M. N. E.) both by the Erie and the N. Y. Central R. R. The line now runs W. across Erie County, passing several rural hamlets, and enters the city of

Buffalo.

Hotels. — *Tifft House, $4 a day, Main St., near Mohawk; *Mansion House, Main St., opposite the Terrace; Bonney's Hotel, Washington St.; Continental Hotel, $3, at the R. R. station; United States; and several smaller houses, near the station, on Exchange St.

Reading-Rooms. — The Young Men's Association, corner of Main and Eagle Sts.; the Y. M. C. A., 319 Main St.; the Catholic Institute, 412 Main St.

Amusements. — At the Opera House, on Main, near Clinton St.; Academy of Music, 247 Main St.; St. James Hall, corner of Eagle and Washington Sts.

Horse-Cars. — Every 5 min. on Main and Niagara Sts., running from the harbor out Main St. to Cold Spring Abbey and the Park; also across Niagara

Square and on Niagara St., by Fort Porter, to Black Rock; and out Genesee St. Cars run out Exchange St. through the lower part of the city. *Stages* run daily to Clarence, Williamsville, E. Hamburgh, Colden, Springville, Glenwood, Boston Centre, and White's Corners.

Railroads. — The Erie (Route 33), to New York in 442 M.; the N. Y. Central (Route 26), to New York in 440 M.; the Buffalo, N. Y., and Phila., to Emporium in 151 M. (and Philadelphia in 419 M.); the Lake Shore and Michigan Southern, to Chicago in 539 M.; the Canada Southern, to Upper Canada and the West; the Grand Trunk, to Detroit in 253 M. Niagara Falls is reached by the Erie (23 M.), the N. Y. Central (22 M.), or the Canada Southern (26 M.). *Steamers* run to the principal ports on Lake Erie.

BUFFALO, the capital of Erie County, is situated at the E. end of Lake Erie, at the efflux of the Niagara River. It has the best harbor on the lake, and its water-front is nearly 5 M. long. The site of the city is on ground which rises slowly from the shore, with bold bluffs fronting the Niagara River; and from the upper portion are gained pleasant views of the lake and the Canadian shore. There are 5 public squares, and the streets are broad and well arranged. The principal thoroughfares are Main, Niagara, and Delaware Sts., each of which is over 3 M. long; and the Terrace is an open square in the busiest quarter, and near the harbor. There are 10 banks, 14 Masonic societies, 9 daily papers (3 of which are German), and 76 churches (of which 16 are German, 4 African, and 2 French). The great basins, ship-canals, and elevators along the harbor and Buffalo Creek are worthy of a visit; and the number and activity of the steam-tugs plying in these narrow waters will attract attention. Lower Main St. is devoted to heavy wholesale trade; and from the point where Exchange St. enters from the spacious R. R. station, the broad square called the *Terrace* stretches off toward the canal. Passing up Main St., by fine commercial buildings, Niagara St. is reached, and on the l. are seen the First Pres. Church and the Episcopal *Cathedral of St. Paul*, a stately old structure, in which the body of ex-President Fillmore was laid in state in April, 1874. This church has a fine chime of bells. A short distance beyond is ***St. Joseph's Cathedral** (Catholic), an imposing building of gray stone, with a lofty nave and a chancel-window of Munich stained glass, showing the Nativity, Crucifixion, and Ascension of Christ. *Church St.* conducts thence to the lake-shore, where may be seen the breakwaters which shield the Erie Basin, with the tall lighthouse, sustaining a first-class Fresnel light. The *Post-Office* is a fine stone building on the corner of Washington and Seneca Streets. The *Young Men's Association* has a library of 27,000 volumes, with large cabinets of natural history, and the collections of the Historical and Fine Arts Societies; the Y. M. C. A. has 10,000 volumes; and the Grosvenor Library is another large and valuable collection. *Niagara St.* diverges to the l. above St. Paul's, crossing the aristocratic Niagara Square, and passing many fine residences. It runs out beyond **Fort Porter** (a small work designed for 64 guns and 300 men), by the side of the Niagara River, and near the

Church Charity buildings and the Reservoir, to *Black Rock*, a suburb of Buffalo opposite the Canadian town of Fort Erie. The Niagara River is here crossed by the * **International Bridge**, which was built in 1869–73 at a cost of $1,500,000, and has 12 spans, with 450 ft. over Black Rock Harbor, 1,300 over Squaw Island, and 1,800 over the river. It is to be used by the N. Y. Central, the Erie, and the 3 Canadian railroads. Returning to Main St., near the old city buildings on Franklin Square are seen Grace and St. Peter's Churches; and Batavia St. runs out thence to the massive feudal building of the **State Arsenal**, with its heavy stone towers. Just beyond is *St. Mary's Church*, near the spacious Redemptorist Convent of St. Mary. Above Franklin Square, Genesee St. is seen diverging to the r., running far out into the country. Trinity and the Central and N. Pres. Churches are now passed on Main St.; and to the r. near the Washington Market, is the red sandstone Romanesque building of *St. Michael's Church*, fronted by a statue of St. Michael conquering the Dragon, and containing several frescos in chiaroscuro in the spacious nave. Above the church is *Canisius College*, a Jesuit institution. The *Buffalo Female Academy* accommodates 500 students, and lies to the W. of Main St., on Delaware Ave., and overlooking Lake Erie. Main St. now passes the *Buffalo Medical College* (8 professors; 94 students), in a broad district of handsome villas, and the Church of St. Louis. A short distance to the r., on Virginia St., is the Martin Luther College; and to the l., on the same street, is the Buffalo Orphan Asylum. The *General Hospital* is on High St.; and by turning from Main St. to the l., on North St., the Westminster Church, the fine buildings of the *Normal School*, and the College of St. Joseph are seen. 2–3 M. from the City Hall, Main St. passes the immense *Cold Spring*, crosses the Scajaquada Creek, and intersects the Humboldt Parkway near the spacious *Providence Asylum* (of the Sisters of Charity). By diverging to the l., the new **Park** is entered. This municipal ornament is still in process of construction, and is to have broad parkways leading to subordinate public grounds farther in the city. The lake and lawns have been completed, and pleasant drives may be found here. The *Forest Lawn Cemetery* is bounded on 2 sides by the Park, and has large grounds adorned with lakelets and grove-crowned hills, among which are many fine monuments. To the W., towards the river, are the new and costly ranges of buildings which are being erected for the State Asylum for the Insane.

The commercial importance of Buffalo is due to its safe and capacious harbor, at the E. end of free navigation on the Great Lakes, and to the termination here of the Erie Canal. With the exception of N. Y. City, this is the chief point on the continent for shipping grain, and employs great fleets in transporting it from the W. In 1872, 62,000,000 bushels arrived here by lake, and 30,000,000 by railroad, for whose storage there are 31 elevators, with a capacity of 7–8,000,000 bushels, and a transfer capacity of nearly 3,000,000 bushels per day. The coal traffic is also of great magnitude, and the receipts thereof in 1870 amounted to

878,787 tons. Between 1857 and 1871 there were sent East from Buffalo, 2,783,186 cattle, 4,745,451 sheep, and 4,268,695 hogs. In 1870 the entries and clearances (American and Canadian) at this port amounted to 10,625 vessels, with 4,157,793 tonnage, and 105,798 sailors. The manufactures of Buffalo are of great extent and value, including immense iron-works, rails, and car-wheels, machinery, leather (40 establishments), pianos, scales, ropes, furniture, ale and beer (40 breweries).

The **Erie Canal** was built between 1817 and 1825, and extends from Buffalo to Albany and W. Troy (352 M.) by Rochester, Syracuse, and Utica. It has cost about $45,000,000, and has 655 ft. of lockage in 71 locks (16 of which are found in the last 3 M. at Troy, and require 5 hrs. to pass). There are over 7,000 canal-boats, with 28,000 men, and 16,000 horses and mules. The boats cost $3–5,000 each, and make 6 round trips every season, each boat containing more than a freight train. They pass from Buffalo to Albany in 11 days, running night and day, the crews being divided into 2 watches. In the active season 150 boats reach the Hudson daily, and in the last 30 years the canal has transported over 50,000,000 tons of freight. In the year 1871–72, 9,993,214 tons of freight passed from the West to the seaboard, of which the N. Y. Central R. R. carried 2,250,000 tons; the Erie, 1,262,881; the Pennsylvania, 1,192,846; the Balt. and Ohio, 720,275; and the Erie Canal, 3,087,212.

Buffalo received its name from the fact that the early French travellers saw large herds of wild cattle here, and hence named it *Buffe*. It was laid out in 1801 by the Holland Land Co. under the name of New Amsterdam, and owes the peculiar arrangement of its streets to the fact that it was surveyed by one of the Ellicott brothers, who learned the art of obliquing streets across rectangular squares in laying out Washington City. This district was the theatre of stirring events during the War of 1812, — the chief of which were the sacking and burning of Buffalo by the Royal Scots Regiment (Dec. 30, 1813), and the battles about Fort Erie. This fort was captured in 1813 by the Americans, and again in 1814. After the heavy battles at Chippewa and Niagara Falls, the American army fell back to this point and strengthened the defences. The British army advanced to and besieged Fort Erie, and after a long cannonade made a determined night attack on several points. The assault on Towson's battery was repulsed by the 21st U. S. regulars, after 5 successive charges, during which the hostile ranks were swept with canister. On the right a force of British veterans succeeded in scaling the parapet under a tremendous fire, and held the bastion against repeated attacks of overwhelming American forces. The bastion was finally blown up, with all its defenders, and the fort opened a general cannonade on all sides, upon which the assault was given up. The British lost 221 men killed, 174 wounded, and 186 prisoners, and the American loss was 84. Sept. 17, 1814, the Americans made a sortie in force upon the dangerously advanced parallels of the besiegers, and under cover of a dense fog 2,000 men swept over and through the British intrenchments, spiking their guns and inflicting a loss on them of nearly 1,000 men. The hostile army soon abandoned its camps and retired by night to Chippewa.

Only 2 houses remained in Buffalo after the British attack in 1813, but its rebuilding began in 1815, and in 1818 the *Walk-in-the-Water*, the first steamer on Lake Erie, was built at Black Rock. The harbor was constructed by the citizens in 1820, and in 1827 the U. S. Gov't built the piers. The city has continued to grow in wealth and population since the completion of the Erie Canal (1825). In 1820 it had 2,095 inhabitants; in 1840, 18,213; in 1860, 81,129; in 1870, 117,178; and in 1874 (estimated), 160,000.

The Lake Shore and Michigan Southern R. R.

runs W. from Buffalo to Dunkirk, 40 M.; Erie, 88; Painesville, 154; Cleveland, 183; Toledo, 296; and Chicago, 540 (20–22 hrs.). Fare from Buffalo to Chicago, $15.50. The train runs S. from Buffalo, near the lake, but not generally in sight of it. Beyond Hamburgh-on-the-Lake, it passes Angola, and crosses Cattaraugus Creek at Irving. At **Dunkirk** (see page 231) the Erie Railway comes in from the E., and the Dunkirk, Warren and Pittsburgh R. R. from the S. At *Brocton*, the Buffalo, Corry, and Pittsburgh R. R. comes in from the S. The train now passes the populous village of Westfield, and enters Pennsylvania beyond the station of Ripley, traversing the town of North East, about 1 M. from Lake Erie. North East Borough (*Dawson House*) has 2,000 inhabitants, and is situated among extensive vineyards. The South Shore vineyards are ½ M. N., and produce 20,000

gallons of wine yearly. Beyond the hamlets of Harbor Creek and Wesleyville the city of **Erie** is entered. The line then follows the lake shore, and at a short distance beyond Fairview it enters the State of Ohio.

34. New York to Ohio.

By the Erie and the Atlantic and Great Western Railways. The Erie Railway from New York to Salamanca, see pages 219–231. The Atlantic and Great Western Railway runs W. from Salamanca, and is one of the main first-class routes to the Western States. **Stations.** — Salamanca, 413 M. from New York; Red House, 420; Steamburg, 425; Randolph, 431; Kennedy, 438; Jamestown, 447; Ashville, 454; Panama, 458; Grant, 461; Freehold, 464; Columbus, 471; Corry, 474; Union, 485; Mill Village, 492; Millers, 498; Cambridge, 501; Venango, 505; Saegertown, 509; Meadville, 515; Suttons, 523; Evansburg, 529; Atlantic, 534; Greenville, 542; Shenango, 544; Clarksville, 548; Orangeville, 554; Akron, 615; Marion, 717; Dayton, 802; Cincinnati, 861; St. Louis, 1,201.

The train follows the valley of the Allegany River S. W. from Salamanca, then runs through the forest towns of Cold Spring, Randolph, and Poland; enters the Conewango Valley, and reaches **Jamestown** (*Gifford House; American; Jamestown*). This is a thriving town of 5,336 inhabitants, with 8 churches (2 Swedish), 3 banks, and 3 newspapers, while large factories are located on the rapids of the Chautauqua Outlet. There are also considerable exports of dairy products, and much of the freighting hence is done by boats on the Conewango and Allegany Rivers. The town was settled by men of New England (in 1812), and was named in honor of its proprietor, Judge James Prendergast. **Chautauqua Lake** is 18 M. long and 1–3 M. wide; and is surrounded by hills 5–600 ft. high. It is 1,291 ft. above the sea (the highest navigable water on the continent), and the name signifies "a foggy place," indicating one of its characteristics. A steamer runs semi-daily from Jamestown up the outlet and lake, to Mayville (22 M.), passing the hamlet of Fluvanna on the r., as the lake is entered. After running N. W. 8 M., Bemus Point seems to close the passage in advance, but is rounded by a narrow strait which, after 2–3 M. of sinuous course, leads to another open reach of the lake stretching from Magnolia (W. shore) N. W. in 7–8 M. to **Mayville** (*Chautauqua Lake House; Fox House*). This hamlet is the capital of Chautauqua County, and has 3 churches and 2 newspapers. It is favorably situated near the head of the lake (and on the B., C. & P. R. R.), and has many summer visitors.

The train runs S. W. from Jamestown, and Pennsylvania is entered beyond Ashville and Panama. At **Corry** the line intersects the Allegheny Valley, Buffalo, Corry and Pittsburgh, and Philadelphia and Erie R. Rs., and its course lies near the latter road for 12 M., when it diverges to the S. W. and passes down the French Creek Valley to Venango and Saegertown, in the famous Penn. oil district. **Meadville** (*McHenry House; Colt House; Rupp's*) is pleasantly located in a valley on the E. side of Venango River, and has large machine-works and woollen

mills, together with the workshops of the A. & G. W. Railway. The business part of the city is substantially built, and there are 2 banks and 15 churches. The pleasant Greendale Cemetery is in the suburbs. There is a small Opera-House, and a public library (in Porter's Block). The city was founded and fortified by Gen. David Mead (in 1789) on the old war-trail between Forts Venango and Lebœuf. In 1816 it had 400 inhabitants; in 1860, 3,702; and in 1870, 7,103. *Allegheny College* is situated on a hill N. of the city, and has 3 buildings, 7 professors, and 130 students. It was opened in 1816 under the care of the Presbyterian Church, and was built up by the exertions of its president, Timothy Alden, D. D. He secured much aid from New England, and brought here the private libraries of Judge Winthrop and Isaiah Thomas. He procured also the large and valuable library of Dr. Bentley (of Salem, Mass.), whose portrait is now in the hall of the Allegheny Literary Society. In 1833 the then languishing college was transferred to the care of the Methodist Church, and is now in a thriving condition. Ladies are admitted to the full course. The Meadville Theological School was established in 1844, and pertains to moderate Unitarianism. It has 7 professors, and a library of 9,000 volumes. A branch R. R. runs S. E. from Meadville down the valley of French Creek to Franklin (28 M.) and Oil City (36 M.).

The train runs S. from Meadville, and soon leaves the French Creek, turning W. to Evansburg, 2 M. S. of the hamlet of Evansburg (*Lake House*), which is on the S. shore of **Conneaut Lake**, a beautiful sheet of water 4 × 2 M. in extent. It abounds in fish, and is famed for an abundance of double white pond-lilies. Running now to the S. W. near the Erie Canal of Penn., the line soon crosses the Jamestown and Franklin Div. of the Lake Shore R. R. At the populous borough of *Greenville* it meets the Erie and Pittsburgh and the Shenango and Allegheny R. Rs., then passes out across the town of Pymatuning, and enters the State of Ohio beyond the station of Orangeville, 307 M. N. E. of Cincinnati.

35. New York to Scranton and Oswego. The Delaware Water Gap.

By the Delaware, Lackawanna and Western R. R., from the foot of Barclay St. or Christopher St., N. Y. City, to the terminal station on the N. J. shore; thence to Scranton, in 6¼ hrs; to Binghamton, in 10 hrs.; to Utica, in 13 hrs.; to Oswego, in 15½ hrs. *Fares* from N. Y. to Orange, 30c.; to Morristown, 80c.; to Hackettstown, $ 1.70; to Easton, $ 2.25.

Stations. — New York; Hoboken, 2 M. (*Boonton Branch.* Kingsland, 5; Rutherfurd Park, 9; Delawanna, 11; Passaic, 12; Clifton, 14; Paterson, 17; Beavertown, 25; Whitehall, 27; Montville, 29; Boonton, 32; Denville, 37). *Main Line.* Hoboken, 2; Newark, 10; Orange, 13; S. Orange, 15; Milburn, 19; Summit, 22; Chatham, 25; Madison, 27; Morristown, 31; Morris Plains, 34; Denville, 38; Rockaway, 40; Dover, 43; Drakesville, 48; Stanhope, 53; Waterloo, 56; Hackettstown, 62; Port Murray, 68; Washington, 71 (Easton, 85); Oxford Furnace, 75; Bridgeville, 80; Manunka Chunk, 82; Delaware, 84; Portland, 87; Water Gap, 92; Stroudsburg, 96; Henryville, 104; Oakland, 109; Forks; Tobyhanna, 122;

Gouldsboro', 128 ; Moscow, 136 ; Dunning's, 139 ; Scranton, 149 (branch to Northumberland, 229) ; Abington, 159 ; Factoryville, 164 ; Nicholson, 170 ; Hopbottom, 176 ; Montrose, 183 ; New Milford, 190 ; Great Bend, 196 ; Binghamton, 210 (branch to Utica, 305) ; Chenango, 217 ; Chenango Forks, 221 ; Whitney's Point, 231 ; Lisle, 233 ; Marathon, 240 ; State Bridge, 245 ; Cortland, 254 ; Homer, 257 ; Preble, 264 ; Tully, 269 ; Apulia, 271 ; Onativia, 276 ; Jamesville, 283 ; Syracuse, 290 ; Baldwinsville, 302 ; Lamson's, 308 ; Fulton, 314 ; Oswego, 325.

Morris and Essex Division.

To Easton, 85 M. ; trains in 4 – 4½ hrs. The passenger leaves New York by ferry-boat, and takes the train at Hoboken, whence the Bergen Tunnel is traversed. (A new tunnel has been cut at great expense for the Morris and Essex R. R.) The Hackensack River and wide marshes are crossed, and beyond the Passaic River the train stops at Newark (see Route 37). A branch railway runs hence through the populous town of Bloomfield, with its paper and hat factories, to *Montclair*, 6 M. N. W. Just beyond Newark the train enters **Orange** (*Park House ; Central Hotel*), a city of 15,000 inhabitants. The streets are wide and well shaded, and contain many costly villas of New York merchants. Near the Orange station are the buildings of the Pres. Church, High School, and Library. Horse-cars run to Newark (3 M.), and there are 2 railroads to New York (12 M.), affording frequent and quick access to that city. To the W. is Llewelyn Park, a district of villas and elegant mansions arranged about a pleasant park called the Ramble. Above this point, and W. of the city, is the long ridge of **Orange Mt.**, on whose crest are the estates of Gens. McClellan, Marcy, and other eminent men. There are beautiful views from various points on the ridge, — especially from the vicinity of *Eagle Rock*, whence N. Y. City, with its bay and suburbs, is overlooked.

Passing S. through Montrose (* *S. Orange Mt. House*) ; S. Orange, near the Catholic college of Seton Hall ; and Maplewood, with their homes of N. Y. merchants, the line turns W. and crosses the N. J. W. R. R. near Milburn. With Springfield Mt. on the l. and the Short Hills on the r., the train ascends long grades to **Summit** (* *Summit House ; Pierre House*), a summer resort on the Second Mt. On the r. are seen Boonton, Chatham, and Morristown ; and on the l. are Elizabeth and the fertile plains of Union County, with Springfield near at hand in the S. E.

June 23, 1780, 5 – 6,000 British troops, with 20 cannon, advanced from Elizabethtown to Springfield, intending to cut through the discouraged Continentals and break up the camps at Morristown. They were met here, at the passes of the Short Hills, by Gen. Greene and the N. J. militia, and a sharp engagement ensued. The enemy carried the village of Springfield and destroyed it ; but the Americans formed on the Short Hills and checked the farther advance of the expedition, which retreated hastily to Elizabethtown.

Recrossing the N. J. W. R. R. and the Passaic River, beyond Chatham the train descends through the hills to *Madison*, the seat of the Drew

Theological Seminary, a Methodist institution occupying several small buildings in a tree-studded park of 200 acres. Beyond the station near the Convent of St. Elizabeth, the train reaches **Morristown** (*Park House; Grand View; U. S.; Mansion*), the capital of Morris County. It is beautifully situated on a high plateau near the Whippany River, and is a favorite summer resort for New-Yorkers. The new and superb State Insane Asylum is on Pigeon Mountain. It cost $3,000,000, and is built of granite, in semi-Gothic architecture. On a high knoll back of the court-house are the remains of the ancient Revolutionary Fort Nonsense; and the pretty Lake Speedwell is near the village. The park is adorned with a soldiers' monument; and ½ M. E. is the ancient building of *Washington's Head-quarters*, now owned by the State.

In the winter of 1777–78 the American army was encamped about Morristown, the main force being at Spring Valley (the Indian *Lowantica*), S. E. of the village. On the Short Hills, by Chatham, were guarded beacons; and by Summit were strong picket-lines, to watch the British in N. Y. The head-quarters were on the village park, and here Washington was initiated into the Masonic order. In the winter of 1779–80 the army was again quartered about Morristown; and Washington occupied the Ford mansion (now sacredly preserved), about which his body-guard was encamped. The main body was cantonned toward Mendham; and the soldiers were engaged in building Fort Nonsense, to avert the evil consequences of idleness. The sufferings from cold and hunger were intense; but "as an army, they bore it with the most heroic patience." The forces were reviewed with great pomp, in April, 1780, by the ambassadors of France and Spain, the latter of whom, Don Juan de Miralles, died here soon afterward, and received a stately burial in the village churchyard. The only revolt in the continental army took place here early in 1780, when the Penn. line (2,000 soldiers), being unpaid and held in service after their time had expired, rose against their officers and marched to Princeton, where they were paid and disbanded by order of Congress.

The train runs N. from Morristown, with Watnong Mt. on the l., passes Morris Plains, and meets the Boonton Branch at **Denville.**

The Boonton Branch.

The through express trains run over this route. Passengers leave N. Y. by ferry from Barclay St. or Christopher St.; and beyond the Bergen Tunnel the train diverges to the r. from the Morris and Essex R. R., and runs N. W. across the marshes, leaving Snake Hill on the l. Crossing the Hackensack and Passaic Rivers, several rural stations are passed, and the line reaches **Paterson** (see page 220). Thence the course is to the W., and into the highlands. Passing along the S. verge of the Pompton Plains, with the Towakhow Mt. on the l., the Morris Canal is followed to **Boonton** (*U. S. Hotel*), a village of 4,000 inhabitants. It is situated among craggy and rugged highlands, and is the seat of several iron-furnaces, which are supplied from the prolific mines in the vicinity. There are large nail-works and rolling-mills near Boonton, and the Morris Canal here rises over inclined planes. The ancient hamlet of Parcipany is 4 M. S., and the Rockaway Valley is in the N. W. The train runs W. from Boonton to **Denville,** where it passes on to the rails of the Morris

and Essex R. R. At Rockaway a branch track runs N. to the extensive Hibernia and Beach Glen mines. Station, **Dover** (*Mansion House*), a small city engaged in the iron manufacture. A branch track runs S. through a mining country, and passing Ferromonte, Ironia, and the Succasuna Plains, to *Chester*, a pleasant village among the hills (summer board at the Young Ladies' Institute). Beyond Dover another branch runs N. to the mines at Mt. Hope; and the Brookland Mts. are seen on the r. as the train passes along the Rockaway River to *Drakesville*, whence stages run 4 M. N. to **Lake Hopatcong**, a loftily situated lake (720 ft. above the Hudson) among the Brookland Mts. It is 9 M. long and 4 M. wide, and has 2 islands (Canfield and Halsey), which are much visited. The waters contain pickerel, perch, and salmon-trout, and the shores are lined with forests (among which are iron-mines). From Southard's Peak the country is overlooked from the Bloomfield Mts. to the Delaware Water Gap. The name Hopatcong means "Stone over Water," and was probably given by the Indians on account of an ancient stone causeway (now submerged) leading from a large Indian village to one of the islands; but the lake is locally known as Brookland Pond. 2 small steamers ply on its waters, and summer visitors are accommodated by several hotels (*Lake Hopatcong House; Lake View*, etc.). Station, Port Morris, in the gap between Schooley's Mt. and Brookland Mt., an important point for the trans-shipment of coal, and near long inclined planes on the Morris Canal, up which the boats are drawn by powerful stationary engines. The Ogden Mine R. R. is being built from this point along Lake Hopatcong to the iron-mines, 15 M. N. From *Stanhope* station stages run 2½ M. N. to **Lake Senecawana** (Budd's Lake), a beautiful sheet of water well up among the highlands. It is nearly round, and is 3½ M. in circumference, lined with foliage and arable slopes, and affords pretty mt. views. The clear waters are the abode of many fish, and the pursuit of pickerel is a favorite pastime here, while many pond-lilies are found over the shallows. The lake is 1,200 ft. high, and its secluded beauty, together with the ease of access, have made it a favorite summer resort (* *Forest House*, 200 guests, $3 a day, $15–21 a week). Lake Hopatcong is visited from this point, and Schooley's Mt. is 8 M. distant.

The train passes from Stanhope to Waterloo, a small hamlet S. E. of Pohatcong Mt., whence the Sussex R. R. runs N. to **Newton** (*Cochran House; Willard House*), the capital of Sussex County. On and about the public square are 5 churches and the Court House, and to the W. is the Collegiate Institute. By reason of its lofty situation and clear air, Newton is much visited in summer. The Sussex R. R. passes on to Franklin, where it meets the Midland R. R. (see page 215).

Leaving Alamuchy Mt. on the r., the line runs S. W. down the narrow and fertile Musconetcong Valley alongside of the Morris and Essex Canal,

to **Hackettstown** (*American House; Warren*), a borough of 3,000 inhabitants, in a rich farming country. **Schooley's Mountain** is 3–4 M. S. E. of this place (stages frequently), and is about 1,200 ft. high. In a glade on the W. declivity, ¾ M. from the hotels, and near the summit, is a celebrated chalybeate spring, containing carbonated oxide of iron, muriates of soda, lime, and magnesia, sulphate of lime, etc. The water is pleasant to the taste, and is a fine tonic, being also beneficial in cases of dyspeptic and calculous troubles. The discharge of the water is small, and the spring is protected by a neat canopy. The purity of the highland air, and the picturesque scenery in the vicinity, attract many summer visitors to this point. The * *Heath House* and * *Belmont Hall* are the principal hotels, and are largely patronized by New-Yorkers.

Malvern Hill is seen to the W. of Hackettstown, as the train follows the canal and river to the S. W. Beyond the hamlet of Port Murray, it reaches Washington (*Union Hotel*), a pretty and prosperous village in a fertile farming country. The Morris and Essex R. R. runs thence 14 M. S. W. by Stewartsville to Phillipsburg and Easton. The train now passes on to the rails of the Del., Lack. & Western R. R., and runs N. W. to Oxford Furnace and Bridgeville; then traverses the Voss Gap Tunnel through Manunka Chunk Mt. (1,000 ft. long) and meets the Belvidere Delaware R. R. (Route 44) at *Manunka Chunk*. At Delaware station time is usually given for lunch, and then the train crosses the Delaware River and enters the State of Pennsylvania. *Portland* station is opposite the N. J. hamlet of Columbia, and the line passes on by *Slateford* (large slate quarries), with the Blue Mts. closing in ahead. The Water Gap is now entered, and is traversed on a narrow gallery between the river and the mt. (the views on the r. are preferable). The train soon stops at the station for the

Delaware Water Gap.

Hotels. — * Water Gap House, on the summit of Sunset Hill, a new house for 300 guests, $4 a day, $21 a week; * Kittatiny House, $18 a week; and several summer boarding-houses, — the Glenwood, above the village, the Mountain House ($10–12 a week), the Analomink, Maple Cottage, Cataract, Highland Dell, and others.

Railroads. — To New York, by the Morris & Essex R. R. (without change, in 3½ hrs.); fare, $2.55. To Philadelphia, in 4 hrs.; fare, $2.95. Row-boats and guides at the landing below the Kittatiny House. Photographs of the scenery at Graves's, near the Kittatiny.

At the Delaware Water Gap the Delaware River passes through a narrow defile of the Kittatiny Mts., which attain a height of 1,600 ft. on either side. As the stream flows down from the Minisink Valley and reaches the great barrier of the Blue Ridge, it makes a sudden bend to the E. and passes between the craggy portals of the Gap, where its waters are 60 ft. deep. The Indians called the country N. of this point the *Minisink* (meaning "the water is gone"), evidently in reference to some

ancient tradition of a lake-like expanse of water occupying the place. The existence of high marine terraces, alluvial hills, and the water-worn rocks on the heights, seem to favor this belief. There are several theories as to the formation of the Gap, — that the ridge at this place sank down into immense caverns ; that the lake burst the barrier by its pressure; or that the mountain-dam was slowly worn away by a Niagara-like cataract. Of late years the Water Gap has become a popular summer resort, owing to the unique character of its scenery, and to its vicinity to the two chief cities of the Republic.

Blockhead Mt. is a long secondary range on the E. shore, which lies across and partially hides the Gap from the hotels. The best near view of the chasm is gained by descending the river in a boat to Mather's Spring (1½ M. from the hotels; on the N. J. shore). The Cold Air Cave and Benner's Spring are each 1¾ M. from the hotels (by river) ; and Indian Ladder Bluff, the Point of Rocks, and the Slate Factory are oft-visited localities along the shores. The Indian Ladder Bluff is a promontory at the foot of Mt. Tammany, over which the ancient Indian path was carried by means of steps cut in the rock and a tree laid against one of the precipitous sides. *Mt. Minsi* is on the W. (Penn.) side of the Gap, and *Mt. Tammany* is on the E. (N. J.). The latter summit is ascended (2½ M. from the hotels) by a rugged path beginning near the Slate Factory, and gives a broad view. A suspension-bridge 1,500 ft. high is to be built from Minsi to Tammany.

This mt. is named in honor of Tammany, or Tamanend, an ancient Delaware chief, who was renowned for wisdom, virtue, and charity. Howbeit without the sanction of the church, this pagan sage was canonized during the last century, and was proclaimed the patron saint of America. His festival was on the first of May, when numerous societies which bore his name and admired his virtues were wont to assemble in their wigwams to smoke the calumet of peace and pass the day in merry-making. These societies afterward became political bodies, in which capacity one of them has acquired a wide notoriety.

Pleasant views of the river and Gap are gained from the road near the hotels, and also from the Water Gap Hotel on Sunset Hill (from whose tower Cherry Valley and the Shawnee Hills are overlooked). A few rods distant from either hotel is the small pool called Lake Lenape, from which the Caldeno Creek flows down by the Kittatiny House. Turning to the l. from the lake, and following a path marked by white lines on rocks and trees, the hill is ascended by a steep and devious path to *Cooper's Cliff*, 500 ft. above the river. The white lines conduct along the E. edge of the ridge to *Table Rock* (½ M. from the hotel), whence extensive views are afforded. Thence the white lines lead in ¼ M. to the upper glen of Caldeno Creek, which slides down Table Rock for 100 ft. at an angle of 45°. Among the trees and mosses of this glen is the deep rock-basin known as *Diana's Bath*, below which are the *Caldeno Falls*.

The summit of Mt. Minsi is 3 M. from the hotels, and commands the

most extensive prospect in this district, — embracing the N. valley with its surrounding mts. and bright river (with the Pokono and Schooley's Mts. in the distance), and also the great plains and ranges to the S., with many villages and farms. This peak is often visited, and is reached by a broad forest-path which passes behind the Kittatiny bowling-alley, and is marked by red lines on rocks and trees. After crossing a grassy meadow and ascending a low ridge, a path (marked with blue lines) diverges to the l. to the cliff called *Lover's Leap* (1 M. from the hotels). The tradition states that Winona, a beautiful princess of the Delawares, leaped from this cliff and was dashed to pieces on the rocks below; being heart-sick because her love for a young European was not duly reciprocated. The * view of the Gap from this point is held to be the finest, and forms a favorite study for artists. ½ M. beyond the entrance to the Lover's Leap, a white-lined path diverges to the r. to the *Hunter's Spring*, a sequestered forest-fountain. The Mt. Minsi (red-lined) path continues beyond the entrance to this point, and the next path to the l. (yellow-lined) leads to *Prospect Rock* (1¾ M. from the hotels). The view to the N. is broad and pleasing. 1¼ M. beyond is the summit of Mt. Minsi, with its view over 3,000 square M., in 5 counties. Rebecca's Bath, Eureka Falls, and Moss Grotto are on a brook which crosses the road to the Gap, ½ M. S. of the hotels. At the entrance to the village are the Methodist Church (r.) and the Church of the Mts. (l.), and *Mt. Caroline* rises behind the latter to a height which overlooks Cherry Valley and the Shawnee Hills. The *Lover's Retreat* is on the cliff over the Kittatiny House, and is much frequented on account of its retired beauty and pleasant views over the river.

Cherry Valley runs W. at right angles with the Delaware, and is 35 M. long, its upper portion being called Aquonshicola. *Stroudsburg* is 4 M. from the hotels, and midway the long ridge called Fox Hill is crossed, yielding panoramic valley-views. There is a pleasant drive up the Valley for 6 M. to Crystal Hill. The Buttermilk and the Marshall Falls are respectively 3 M. and 7 M. distant, and at high water are worthy of a visit. *Transue's Knob*, on the Shawnee Hills, 6 M. distant, is a tall diluvial pyramid which commands extensive views, and Castle Rock is in the same range of hills (4 M. distant). The *Lake of the Mt.* is situated on the summit of one of the New Jersey ridges, 4 M. from the hotels, and is ¾ M. long. The circuit of the N. J. Hills is a favorite drive, and is made by ferrying across the river 3 M. below the Gap, following the river-road on the l. bank for 6 M. N., and then recrossing at Shawnee village. The distance is about 12 M.

The valley of the Minisink is sometimes ascended by carriages, over firm and level roads leading through pleasing scenery. 10 M. over the river-road, and 3 M. over the Shawnee Hills, leads to **Bushkill** (*Perry's*

Hotel), near which are the Bushkill Falls (96 ft high), and the Winona Fall, with its 5 sister-cascades. 13 M. beyond Bushkill is *Dingman's Ferry* (High-Falls House), near some pretty waterfalls, and 8 M. farther is *Milford*, a favorite summer-resort, 8 M. from Port Jervis. The Bluff House is a new summer-hotel, commanding a grand view of the valley.

The Minisink was the Indian name for the Delaware Valley N. of the Water Gap, and this region was inhabited by the Minsi tribe of the Leni Lenape (or Delaware) nation. They were a brave, honest, and religious people, and received the Moravian missionaries gladly. In 1725 white settlers entered the valley, and by a series of discreditable transactions acquired much land from the natives. In 1742 the chief Teedyuscung gathered the remnants of the Delaware tribes and led them to Wyoming, whence they migrated to Ohio some years later. Settlers entered the Minisink from the Hudson Valley and from Philadelphia, and the Shawnee Hills were occupied by a colony of Germans. In 1730 the Gap was traversed by provincial officers, and in 1793 a house was built here by M. Dutot, a French gentleman. In 1800 a road was built through the Gap, although most of the traffic to Philadelphia was done by Durham boats, — long and narrow vessels like canal-boats, propelled by poles. The river navigation has long since ceased, and the railroad forms an easier route of supplies for the increasing population of the valley.

"The masses of naked rocks, on the E. side of the river toward the S. gorge, rising to an elevation of 800 – 1,000 ft., in some places as upright and smooth as though a creation of art, and at others spiked, ragged, and frowning, are comparatively undistinguishable while obscured by the raven wing of night. . . . . But the best position for surveying the whole pass, and enjoying its sublimity to entire satisfaction, is from a small boat paddled along leisurely upon the river through the gulf. The maps furnish no just idea of the channel of the river through the gap, — the actual course resembling the sharp curvatures of an angry serpent before he is coiled, or rather, perhaps, this section of the river would be best delineated by a line like a letter S. The general height of the mt. barriers is about 1,600 ft. They are all very precipitous, and while sailing along their bases in a skiff, their dreadful summits seem actually to hang beetling over the head. This is especially the case with the Jersey mts., — the surfaces of which, next the river, as already stated, are of bare rocks, lying in regular blocks, in long ranges, as even as though hewn, and laid in stratifications like stupendous masonry, — 'the masonry of God.' . . . . The scenery of the Water Gap, as a whole, and as a point of attraction for the lovers of Nature in her wildness and grandeur, by far transcends the Highlands of Hudson's River, or even the yet more admired region of the Horicon." (STONE.)

Beyond the Water Gap the line traverses a costly cutting in the flinty ledge known as Rock Difficult; passes the Analomink House, and reaches **Stroudsburg.** The village is in a pleasant valley 1 M. S. of the station (horse-cars) and is an attractive place with 1,800 inhabitants, and the buildings of Monroe County. 1½ M. distant (and 4 M. from the Water Gap) is the summer hotel known as the *Highland Dell House* (100 guests), 700 ft. above the valley. Stroudsburg was founded by Col. Stroud on the site of Fort Hamilton, a frontier-post of Penn. in the French and Indian war (1755 – 63); and to this point fled great numbers of people after the Massacre of Wyoming (1778). The train now runs up the fertile Minisink Valley to Spragueville, where the long ascent of the *Pocono Mts.* is begun. The grade for 25 M. averages 65 ft. to the M., and the line traverses a forest-clad wilderness, with occasional hamlets clustered about saw-mills or tanneries. The great Allegheny ridge is rapidly ascended;

and, beyond Henryville and Oakland, a grand view is afforded to the r., including the Water Gap and the Blue Mts. Beyond Paradise the Pocono Tunnel is traversed (near the summit).

"When the summit of Pokono is gained, the traveller is upon the top of that wild and desolate table of Penn. extending for upwards of 100 M. between and parallel with the Delaware and Susquehanna Rivers, and 20–30 M. in breadth. Behind him is a noble landscape of wooded hills and cultivated valleys bounded E. and S. by the Blue Mts., which form a branching range of the Alleghanies. The Wind Gap is distinctly and beautifully in sight." (STONE.)

After a broad curve to the W. and S. W. (Pocono) Forks is reached, and the line runs thence N. W. to *Tobyhanna*, a small hamlet where the descending grade commences. Passing Gouldsborough and Moscow (*Moscow Hotel*), the valley of Roaring Brook is entered. Many sportsmen visit this district for the sake of the fine trout-fishing. At Dunning's the gravity road of the Penn. Coal Co.'s R. R. is seen on the r., coming in from Hawley. Steam is now shut off on the locomotive and the brakes are kept in application, as long down-grades are traversed, and soon the Lackawanna Valley opens below, and the train descends to the city of

Scranton.

Hotels. — *Lackawanna Valley House, opposite the station, $3 a day; *Wyoming House. *Horse-Cars.* — On Penn, Wyoming, and Madison Aves.; and to the suburbs of Hyde Park, Providence, Olyphant, Greenridge, and Dunmore. *Railroads.* — The Del., Lack. & Western, to N. Y., 149 M., — to Binghamton, 61 M.; the Lehigh & Susquehanna, to Wilkesbarre (19 M.) and Philadelphia, 162 M.; the Lackawanna & Bloomsburg, to Northumberland, 80 M.

SCRANTON is a large modern city occupying the plateau at the confluence of the Roaring Brook and the Lackawanna River. It is handsomely laid out with wide straight avenues, but presents a sombre appearance and has long and straggling suburbs. It has 35,092 inhabitants, with 3 daily papers, 7 banks, and 31 churches (of which 5 are German and 7 are Welsh). Lackawanna Ave. is the chief business street, and has several fine commercial buildings; and Penn and Wyoming Aves. are also devoted to trade. The city has 4 academies; is illuminated by gas and receives a good water-supply. The immense railroad round-house is one of the most prominent objects on the plateau; about which extend broad networks of tracks and large workshops. In the low valleys about the plateau are large manufacturing works. Forest Hill Cemetery is beyond the suburb of Dunmore, and is a well-arranged burying-ground (reached by the Dunmore horse-cars). Pleasant views of the city are afforded from the highlands of Dunmore and Hyde Park. From the N. streets of Scranton are seen the collieries across the valley of Pine Creek, with their connecting railroads and great mounds of coal-dust.

The site of Scranton was occupied by the Slocum farm from 1798 to 1840, when it was bought by George and Selden Scranton, who erected a blast-furnace here. In 1844 they started a rolling-mill, and in 1844 began to make great quantities of T rails. In 1856 the railroad was carried through from Great Bend to the Water

Gap; and since that day the place has grown rapidly. In 1866 it was made a city. There were 3 houses here in 1840; in 1853 there were 3,000 inhabitants; and in 1870 there were 35,92 (many of whom are foreigners). The Dickson M'f'g Co. has $600,000 capital, and makes locomotives and engines; and the Moosic Powder Co. has extensive works. The iron-works form a weird sight by night, when the chimneys belch forth great sheets of fire. These works employ 1,200 men and consume 100,000 tons of coal yearly, making 70,000 tons of iron. The engines are of colossal dimensions, and are worthy of inspection.

The train runs out from Scranton to the N.; crosses the Lackawanna River; and passes several great coal-breakers. Leaving Providence on the r., it passes through Leggett's Gap, in the Capouse Mt., and crosses the productive town of Abington. *Factoryville* is a thriving mill-village, beyond which the Tunkhannock Mt. is again approached. The line now runs N. across the thinly populated county of Susquehanna. *Montrose* is 6 M. S. E. of the village of the same name, the county shire-town, which is connected by a narrow-gauge railroad with Tunkhannock. The train now runs N. by cold and arid highlands to *Great Bend*, on the Susquehanna River (see page 225). From this point it traverses the broad intervales on the l. bank of the river for 12 M., with the Erie Railway on the opposite shore; crosses the Susquehanna, and enters **Binghamton** (see page 226).

The Utica Division.

From Binghamton the line follows the Chenango River to Chenango Forks, whence the *Utica Division* diverges to the N. E., passing across the hilly town of Greene and approaching the Midland R. R. at Oxford. Stations, Norwich and Earlville, see page 216. The train now passes several rural stations in Madison and Oneida Counties, and reaches Utica in 95 M. from Binghamton.

Richfield Springs.

Hotels. — *Spring House (500 guests) and *American House, each $18–20 a week; National; Hosford's; International; Davenport; Central; Derthick; the Tunnicliff Cottages; and several first-class boarding-houses at $10–15 a week.

Railroads. — From Utica (see page 166) in 35 M., and from Binghamton in 103 M., by the D., L. & W. R. R. (branch line diverging from Cassville). *Stages* to Schuyler Lake every 30 min. (in summer), and 4 times daily to Otsego Lake (see page 324), passing the Twin Lakes, and connecting with the lake-steamers; connecting also at Springfield Centre with stages for Cherry Valley and Sharon Springs.

Richfield Springs is a pleasant village of Otsego County, with 4 churches, a weekly paper, and hotel accommodations for 2,500 guests. It is situated in a rich land of dairy-farms, and pleasant views are enjoyed from the neighboring hills (especially from Sunset Hill, 3 M. to the E., and from Prospect and S. View Hills). There are 17 springs near the village, the favorite of which is on the Spring House grounds, near Main St. The analysis shows in each gallon 30 grains of the bi-carbonates of lime and magnesia, 50 of the sulphates of lime and magnesia, and 27 cubic inches of sulphuretted hydrogen gas. Like most sulphur waters, these are at

first disagreeable to the taste, but are said to be very beneficial in ameliorating cutaneous disorders. It is 28 M. from Richfield to Sharon Springs, 7 M. to Otsego Lake, and 12 M. around * **Schuyler Lake**, which is 1 M. from the village, and is bordered by a pleasant drive. The lake is 3½ M. long, and is surrounded by sloping hills, the chief of which is the far-viewing Oak Ridge. The *Lake House* is the chief of the lake-hotels, and is reached by way of Lake St. It is noted for its fish and game dinners, and boats are furnished to visitors who wish to go out on the lake.

The main line runs N. from Binghamton, and diverges from the Utica Division at Chenango Forks, following the Tioughnioga River across the towns of Barker and Lisle. Passing the neat villages of Whitney's Point and Marathon, it crosses the hilly region of Virgil, and stops at **Cortland** (*Sperry House*), the seat of a large State Normal School. The village has 3,100 inhabitants, 8 churches, and 3 papers, and is pleasantly situated on the Tioughnioga River. At this point the present route is intersected by the Utica, Ithaca and Elmira R. R. and a branch of the Midland R. R. The train runs N. by the flourishing village of **Homer** (*Patten Hotel*) and the Little York Lakes, passes Mt. Toppin and the Truxton Hills, and reaches Tully, near the Tully Lakes. 10–12 M. N. W. is Otisco Lake and the hamlet of Amber, while Glen Haven (on Skaneateles Lake) is 8–12 M. W. The train now traverses the ridges of Fabius, and beyond Apulia reaches *Lafayette.*

3 M. W. of Lafayette is the obscure hamlet of *Cardiff*, famous for the Cardiff Giant hoax, one of the most successful humbugs of the past decade. A gypsum statue 10½ ft. long was found buried on a farm in this place (Oct. 16, 1869), and many of the foremost scientists and scholars of America certified that it was either a fossil man or a sculpture of great antiquity. It was exhibited to wondering and reverent crowds in the Atlantic cities, and brought large revenues to its proprietors; but was afterwards discovered to have been quarried in Iowa a few months before, carved in Chicago, and sent East and buried at Cardiff, where its inventor soon afterwards resurrected it.

The *Onondaga Reservation* is N. W. of Lafayette, and contains 6,100 acres, on which dwell about 400 half-breeds and Indians, the remnant of the sacerdotal tribe of the Onondagas. This tribe guarded the great council-fires and sacred places of the Six Nations, and were a peaceful and honored people (see page 170). In April, 1778, 558 soldiers of N. Y. fell upon the Onondaga towns near the lake, killed and captured many of the inhabitants, utterly destroyed all the villages and supplies, and slaughtered all the live stock. In 1788 the tribe ceded all its domain to the State except 100 square M., and by the Treaty of 1822 the dwindling nation retired to its present limits.

Beyond Lafayette the train reaches Jamesville, and runs thence across the Onondaga Valley to **Syracuse** (see page 168). From that city the line follows the W. shore of Onondaga Lake, affording views of the suburbs of Geddes and Salina and the great coal-depots of the D., L. & W. R. R. The level lands near the lake are covered with the vats of the solar salt-works. The line crosses the Seneca River, and traverses the level plains of Lysander, beyond which the Oswego River is followed for 17 M. to the city of **Oswego** (see page 217).

36. New York to Central Pennsylvania and the West.

The Allentown Line.

By the Central R. R. of N. J. and connecting lines. From N. Y. to Easton in 3½ hrs.; to Allentown, 4 hrs.; to Harrisburg, 7 hrs.; to Pittsburgh, 17 hrs.; to Cincinnati, 30 hrs.; to Chicago, 35 hrs.

Stations. — New York; Jersey City, 1 M.; Bergen Point; Elizabeth, 12; Roselle, 15; Crawford, 17; Westfield, 19; Fanwood, 22; Plainfield, 24; Dunellen, 27; Bound Brook, 31; Somerville, 36; Raritan, 37; North Branch, 41; Whitehouse, 45; Lebanon, 50; Annandale, 52; High Bridge, 54; D., L. & W. Junction, 53; Asbury, 61; Valley, 64, Bloomsbury, 66; Springtown, 69; Phillipsburg, 74; Easton, 75. *Lehigh Valley R. R.*, — Glendon, 77; Freemansburg, 84; Bethlehem, 87; East Penn. Junction (Allentown), 92. *E. Penn. R. R.*, — Emaus, 98; Millerstown, 102; Alburtis, 104; Shamrock, 107; Topton, 110; Lyons, 113; Fleetwood, 117; Blandon, 120; Temple, 123; Reading, 128; Wernersville, 137; Robesonia, 141; Womelsdorf, 143; Myerstown, 150; Lebanon, 156; Annville, 161; Palmyra, 166; Derry, 169; Hummelstown, 173; Beaver, 175; Harrisburgh, 182; Altoona, 313; Pittsburgh, 430; Cincinnati, 743; Chicago, 898; St. Louis, 1049.

The ferry-boat leaves the foot of Liberty St., N. Y., and crosses the Hudson River to the terminal station of the Central R. R. of N. J., S. of Jersey City. The train passes out from the large and commodious station and runs along the Bay of N. Y. to Communipaw, where it turns to the S. W. down Bergen Point, with the Bay on the l. New York and Brooklyn are seen across the thronged harbor; and between Long Island and the heights of Staten Island is the strongly fortified Narrows, leading to the sea. The Newark & N. Y. R. R. diverges from the main line at Communipaw, and runs to Newark in 35 min., crossing the Hackensack and Passaic Rivers and the Newark Meadows. **Bergen Point** is a narrow and ridgy peninsula between Newark and N. Y. Bays, and has many pretty villas pertaining to city merchants. At Pamrapo is the * *Willow Haven House* (125 guests), situated in a willow grove facing the water, and affording facilities for bathing and boating. Beyond Bayonne and Centreville (which is near the great coal-depot of Port Johnston), the train runs W. near the Kill Von Kull, with Staten Island on the r., to Bergen Point. The * *La Tourette House* (300 guests) is a favorite summer hotel on the apex of the point, surrounded by trees and overlooking Staten Island and the Kill Von Kull (30 min. from N. Y., 25-30 trains daily; also reached by horse-cars from Jersey City, and by steamers from Pier 14, N. R.). The train now moves out over Newark Bay on a pile-bridge 1½ M. long, with the city of Newark and the Orange Mts. on the r. *Elizabethport* is an important coal-shipping point, with 3 steamers daily to N. Y.; and a large fleet of coasting-vessels transport coal, iron, and lumber thence to N. Y. and Brooklyn. Large factories are also in operation here; and a branch R. R. runs N. to Newark.

The Central train now crosses the Penn. R. R. in the city of **Elizabeth** (see page 256), and passes the modern suburban villages of *Roselle* (Mansion House) and *Crawford*. The Orange Mts. are seen on the r. and

in advance as the station of Westfield is passed; and Fanwood is S. E. of the rich farm-lands of Scotch Plains (settled by the Scotch in 1684). **Plainfield** (*City Hotel*) is a city of 5,095 inhabitants, with 10 churches, and numerous hat-manufactories. It is prettily situated near Green Brook and at the foot of the mt., and overlooks a fertile country. In 1838 a railroad was built hence to Elizabeth, consisting of narrow iron bands fastened to wooden logs, and a man was employed to keep the bands nailed down. This primitive road was the precursor of the quadruple tracks of the present Central R. R. *Washington's Rock* is on the mt. 2 M. W. of Plainfield (stages run to the summer hotel near by), and was often resorted to by Gen. Washington in order to watch, with his telescope, the movements of the British army and fleets.

"The scene is one of uncommon beauty. On the l. appear the spires of N. Y. City, part of the bay, Newark, Elizabethtown, Rahway, and Staten Island. Directly in front are Amboy and Raritan Bays. To the r. are New Brunswick and the heights of Princeton and Trenton; and far to the S. E. the eye stretches over the plains of Monmouth to the heights of Navesink. Beautiful villages bedeck the plain; and cultivated fields, farm-houses, and numerous groves of verdant trees are spread around in pleasing confusion."

After leaving Plainfield the Washington Rock and its hotel are seen on the r., and the train skirts the mts., passing Dunellen and Green Brook. *Bound Brook* (Bound Brook Hotel) is a small hamlet on the Raritan River, whence daily stages run S. E. along the river to New Brunswick; and also N. through the mts. to Basking Ridge. The *Chimney Rock* is 2 M. from Bound Brook, and is a pyramidal stone 15–20 ft. high, rising from a cliff 100 ft. in height. The Americans were defeated at Bound Brook in 1777 by Lord Cornwallis, and to the N. and W. the Continental army was encamped during the winter of 1778–79. The line now crosses Green Brook on an iron bridge, and reaches *Somerville* (2 inns), the capital of Somerset County, a pleasant village of 2,236 inhabitants. It has a large country-trade; and the mt. scenery to the N. is attractive.

The Raritan Valley was the home of the Naraticong Indians, and was settled in 1670 by Huguenots from Holland and France. The South Branch R. R. runs 16 M. S. W. from Somerville, through a rich farming and peach-raising country, to **Flemington** (*County Hotel; Union*). This village is pleasantly situated on an undulating plain, and is the capital of Hunterdon County. A branch R. R. runs hence 12 M. S. W. to Lambertville, on the Belvidere Del. R. R.

Stations, *Raritan*, with several factories; *N. Branch*, from which the distant hamlets of Coatesburg and Mechanicsville are seen; and *Whitehouse*, with Pickle's Mt. close at hand on the l. This district is devoted principally to stock-raising. Daily stages leave Whitehouse for Pottersville. The grade now rises along the ridge, and the train passes Lebanon and Annandale, in a land that is prolific in peaches. At *High Bridge* the S. Branch of the Raritan is crossed on a great embankment occupying the site of a bridge 1,300 ft. long and 105 ft. high. There are iron-works here, and also at Glen Gardner, the next station. The train now meets

the Del., Lack. & Western R. R. at the Junction, and runs S. W. down the Musconetcong Valley, with the Musconetcong Mts. on the l., and the Pohatcong Mts. on the r. The scenery is graceful, and the Blue Mts. begin to appear. Beyond Asbury (village 1 M. N.), Valley (1 M. S. of the track), and Bloomsbury, the Pohatcong Mt. is crossed. Passing the stock-raising district of Springtown and the hamlet of Greenwich, the train descends to **Phillipsburg** (*Reese's; Lee's Hotel*), a busy manufacturing town situated on a high bluff over the Delaware River and opposite the borough of Easton. It has over 5,000 inhabitants, and is notable for its iron-works, for whose use great quantities of magnetic ore, hematite, and limestone are found in the vicinity. The *Morris Canal* terminates here, and its boats reach the river level by an inclined plane, and cross to enter the Lehigh Canal (for the coal-mines) or the Del. Division Canal (for Philadelphia). Bold and picturesque hills surround this place, and the borough of Easton is overlooked, with its heights crowned by the tall buildings of Lafayette College. The Belvidere Delaware and the Morris & Essex R. Rs. meet the Central R. R. of N. J. at Phillipsburg, and 2 fine R. R. bridges cross to Easton and the Lehigh R. R. lines.

Easton (*U. S. Hotel; Franklin House*), the capital of Northampton County, is a large and thriving borough at the confluence of the Delaware and Lehigh Rivers and Bushkill Creek. It is picturesquely situated on and about a cluster of steep hills, and commands pleasing views of the neighboring mts. The heights are lined with fine modern villas, and the stately buildings of Lafayette College loom conspicuously over the populous valley. The borough has 12,000 inhabitants, 18 churches, a costly Opera-House, 2 daily and 4 weekly papers, and 4 banks. The Circle is a fountain-adorned public green in the centre of the borough, and near the Opera-House. On the heights over the Lehigh is a quaint Catholic Church; and farther back on the plateau is the Court House (with a Corinthian portico), and the County Prison, a low, massive, and picturesque building. On the E. slope of the hill is the Lutheran Church, with its heavy and disproportionate tower; also the new and costly borough school, having a singular and lofty roof. There are several neat churches in the lower town.

Lafayette College was founded in 1826, and is richly endowed. "It is designed to make the Bible the central object of study in the whole college course"; and while the classical course is similar in scope to that of other colleges, the student (in the first 2 years) is given his choice between Christian and Pagan authors as follows: in Latin, Tertullian and Cyprian or Livy, Latin Bible and hymns or Horace, Augustine or Cicero; in Greek, Eusebius and Justin Martyr or Xenophon and Herodotus, Athenagoras and Greek hymns or Homer. The Scientific Department is divided into several technical schools, with costly apparatus, and is applied prac-

tically by field-works among the great iron and coal mines and railroad and canal bridges and grades in the vicinity. The college has 22 professors, 2 lecturers, and 6 tutors, with 335 students. The buildings are situated on Mt. Lafayette, which looks down on Easton, and is separated from it by Bushkill Creek. The steep side of the hill is ascended by a substantial stone stairway, near whose summit is a monument surmounted by a statue of a soldier, and inscribed with the names of the alumni who fell in the civil war. Near this point is the oldest of the college halls, fronted by a belfry-tower, and extended by two modern wings. The Physical Hall is below (on the r.), and farther up is the Observatory. The Blair, Newkirk, Powell, Martien, and McKeen Halls are N. of the campus. * **Pardee Hall** is a stately building of Trenton brown-stone (256 ft. long, and 5 stories high) which is devoted to the Scientific Schools. Extensive laboratories, model-rooms, and cabinets are found here, together with a fine lecture-hall. On the lower floor is a large model, with miniature steam machinery and puppet miners, showing all the processes of coal-mining, hoisting, breaking, and loading. The view from the towers includes many miles of the Delaware and Lehigh valleys, with the surrounding mts. This building was completed in October, 1873 (at a cost of $200,000), and was presented to the college by Mr. Pardee of Hazleton.

The site of Easton was at the famous Indian council-ground known as the Forks of the Delaware; and the borough was laid out in 1738, and named in honor of an English noble whose country estate was called Easton. Hundreds of Indians were frequently assembled here in great conferences with the colonial authorities, and here were delivered the orations of Teedyuscung, chief of the Delawares. Easton is the wealthiest place of its size in the State, and has large manufactories; while the surrounding country abounds in iron and limestone, and is, moreover, in a state of high cultivation. The long iron bridge of the Lehigh & Susquehanna R. R. is worthy of examination. Mt. Jefferson rises abruptly in the centre of the borough; and Chestnut Hill (1 M. N.) is surmounted by the singular rock called St. Anthony's Nose, from whose vicinity a broad and pleasing view is obtained. Durham Cave is near Easton, and is much visited.

Horse-cars run to S. Easton and to Phillipsburg. The Lehigh Valley R. R. conducts to Mauch Chunk (46 M.), Wilkesbarre (100 M.), and Waverly, N. Y. (206 M.); the Lehigh & Susquehanna R. R. to Scranton (118 M.); the Central R. R. of N. J. to New York (75 M.); the Belvidere Del. Division of the Penn. R. R. (from Phillipsburg) to Philadelphia (81 M.) and the Delaware Water Gap (27 M.); and the Morris & Essex R. R. to New York (85 M.). *Stages* run from Easton to Portland and Mt. Bethel daily, also to Nazareth; and to Tuckerton tri-weekly.

From Easton the Lehigh Valley R. R. runs S. W., near the river, the canal, and the Lehigh & Susquehanna R. R. At *Glendon* are seen the great works of the Glendon Iron Co., and the chain dam which supplies water-power to S. Easton. Beyond the vineyards of Hope the Lehigh Mts. are approached, and the line passes *Freemansburg*, where many canal-boats are built. The Lehigh University is seen on the high ridge to the l. as the train reaches S. Bethlehem, and on the r. is the quaint old borough of **Bethlehem** (see page 301). 5 M. beyond the train turns to the S. W. at the *East Penn. Junction*, with the city of Allentown visible on the r.

The E. Penn. train ascends the valley of the Little Lehigh, between the Blue and the South Mts., through a fertile limestone country which is populated by the descendants of the early Germanic immigrations. Station, *Emaus* (small inn), an ancient Moravian village on a single street at the foot of South Mt., and near the works of the Emaus Iron Co. This place was settled in 1739 by the Germans, and was named *Macungie*. In 1741 2 Moravian missionaries were sent here "to preach the gospel to every one," and Count Zinzendorf followed them, insomuch that a new church was formed here, and the place was named Emaus. Beyond Millerstown the train reaches *Alburtis*, near the Lock Ridge Furnaces, which were founded in 1866, and turn out 10,000 tons of fine pig-iron yearly. Great deposits of hematite are found in the adjacent hills, to which a branch track is laid. The Catasauqua & Foglesville R. R. runs N. to Catasauqua, on the Lehigh River. The line now enters the rich agricultural county of Berks, and runs S. W. by Shamrock to *Topton*, whence a branch line runs to *Kutztown*, 4½ M. W., an old hamlet in a rich rural district, and the seat of the Keystone State Normal School. **Lyons** (*Lyons House; American*) is a small place which receives many summer visitors. The train passes thence down a fine champaign country, with the Blue Ridge on the r., by several rural hamlets, intersects the Phila. & Reading R. R. in the heart of the city of **Reading** (see Route 47), crosses the Schuylkill River and the Union Canal, and runs S. W. by *Sinking Spring*, near which the Reading & Columbia R. R. diverges to the l. The mts. of Heidelberg are now traversed, and beyond the iron-furnaces at Robesonia the train reaches *Womelsdorf*, a large and prosperous German borough, situated in a fertile limestone valley. Near this place, and at the foot of the S. ridge, is the summer hotel called the *South Mt. House* (stages from the station). As the train passes out by Sheridan, the Blue Ridge is seen on the r., 10 M. away across the plains of Tulpehocken and Bethel. *Myerstown* (2 inns) is a thriving village, distinguished as the seat of the Palatinate College, an institution of the German Reformed Church. The train now reaches **Lebanon** (*Eagle Hotel*), the capital of Lebanon County, a borough of 6,727 inhabitants, situated in a fine limestone valley on the Quitapahilla Creek. It is regularly laid out, and has substantial buildings of stone and brick. The borough is nearly midway between Reading and Harrisburg, and its population is nearly all German-American.

The N. Lebanon R. R. runs 7 M. S. to the *Cornwall Ore Banks*, situated in Grassy and Big Hills, the latter of which contains 40,000,000 tons of iron ore, yielding 70 per cent of pure iron. There are several large furnaces, making vast amounts of pig-iron, and veins of copper are found in the vicinity. 6 M. from Lebanon, and near the Swatara River, are valuable quarries of gray marble. The Lebanon & Tremont R. R. runs N. 31 M. to Tremont, entering the defiles of the Blue Mts. at *Swatara Gap*, and crossing the Schuylkill & Susquehanna R. R. at *Pine Grove*.

5 M. beyond Lebanon the train passes *Annville*, the seat of the Lebanon Valley College, a Moravian institution with 7 professors and 153 students. The line now traverses a land of fertility and promise, dotted with quaint old farm-houses, near which are the immense and finely constructed barns which attest the thrift and wealth of the descendants of the early German immigrants. *Derry* (2 inns) has an ancient and embowered colonial church; and *Hummelstown* is a thrifty farm-centre, 1 M. S. of which is a remarkable cavern, whose inner chamber is 4 M. long and abounds in fantastic stalactites. The train now crosses the Swatara River and the Union Canal, and runs W. to Harrisburg, the capital of Pennsylvania.

Harrisburg, and the Penn. R. R. to the E. and W. (Altoona, Pittsburgh, and Cincinnati), see Route 50. The Northern Central R. R., to Gettysburg and Baltimore or to Williamsport and Elmira, see Route

37. New York to Philadelphia.

By the Pennsylvania R. R. (N. Y. Division) in 3–4 hrs. This is a portion of the great national route from New England and New York to Baltimore, Washington, and the S. Atlantic States. It is also a part of the route to the Western States, by way of Pittsburgh, from which direction vast quantities of freight are brought E. to N. Y. Harbor, where the Penn. R. R. is now building adequate and capacious freight-depots, on the shores of the Hudson at Jersey City. The line traverses the most wealthy and populous parts of the State of New Jersey, and scarcely leaves the remoter suburban villages which depend on New York before it enters the outer lines of the broad environs of Philadelphia. *Fares*, New York to Newark, 20c.; to Perth Amboy, 50c.; to Trenton, $1.40; to Philadelphia, $3.25.

Stations. — New York; Jersey City, 1 M.; Marion, 3½ M.; E. Newark, 8; Newark, 9–10½; Waverley, 12; N. Elizabeth, 13½; Elizabeth, 14½; Linden, 18; Rahway, 20 (branch to Perth Amboy, 28); Houtenville, 22; Uniontown, 23; Menlo Park, 24½; Metuchen, 26½; Stelton, 29½; New Brunswick, 31½ (branch to Millstone, 40); Deans, 39; Monmouth Junction, 41½ (intersection of the Amboy Division); Plainsboro', 46; Princeton Junction, 37½ (branch to Princeton, 40½); Lawrence, 51½; Trenton, 57; S. Trenton, 58; Morrisville, 58½; Penn Valley, 61; Tullytown, 63½; Bristol, 67½; Schenck's, 70½; Eddington, 71½; Cornwell's, 73; Andalusia, 74½; Borie's, 74; Torresdale, 75; Pennypack, 77; Holmesburg Junction, 77½ (branch to Bustleton, 82); Tacony, 78½; Wissinoming, 79½; Bridesburg, 80½; Frankford Junction, 81¼ (branch to Kensington, 84); Germantown Junction, 85½; Mantua, 88½; W. Philadelphia, 90.

Passengers leave New York by ferry-boat from the foot of Cortlandt St., or of Desbrosses St., and are landed at the terminal station of the Penn. R. R. in Jersey City. The train runs through the streets on ascending grades, and soon enters the Bergen Cut, a deep rock-cutting in Bergen Heights. Emerging on the Hackensack meadows, the great factory of the U. S. Watch Company and the St. James Hotel are seen on the l., at *Marion*, and the line crosses the Hackensack River and the meadows of Kearney, with the Morris & Essex R. R. on the r., and the Passaic River on the l. Beyond the Passaic the train enters the city of

Newark.

Hotels. — * Continental, Broad St., near the M. and E. station, $3 a day; Park Hotel; Newark House.

Reading-Rooms.—The Newark Library Association, 147 Market St., open from 10 A. M. to 10 P. M.; the N. J. Historical Society, corner of Broad and Bank Sts., open from 9 to 5; the Y. M. C. A., Washington Park, near Broad St., open from 8 A. M. to 10 P. M.

Horse-Cars—to Orange (white light), every 10 min., on Market, Broad, and Orange Sts.; to Belleville (green light), every 20 min., on Market and Broad Sts., and Belleville Ave.; to Mt. Pleasant Cemetery and Woodside (red light), on Broad St. and Clinton and Belleville Aves.; to Irvington (yellow light); to Elizabeth (blue light); and out Market St. to Ferry. *Stages* run to Jersey City on Sundays 7 times. *Steamers* to New York semi-daily.

Railroads.—The Penn. R. R. to N. Y. or Philadelphia; the Morris & Essex, to N. Y. or Easton; the N. Y. & Newark, to N. Y. in 35 min.; the Paterson & Newark, to Paterson in 11 M.; and the Newark & Bloomfield and Montclair.

NEWARK, the chief city of the State of New Jersey, and the capital of Sussex County, is well situated on an elevated plain on the r. bank of the Passaic River, 9 M. from New York, and 4 M. from Newark Bay. It has 105,059 inhabitants (census of 1870), with 93 churches (14 German, 5 African, 3 synagogues), 11 banks, and 4 daily and 5 weekly papers. There are large manufactories of india-rubber goods, carriages, leather, boots and shoes, paper, and machinery. The jewelry-manufacture is developed to a great magnitude; and the Clark Thread Company employs 750 girls. Many thousand barrels of lager-bier are made here yearly, and the enormous *Passaic Flour-Mills* (S. of the R. R. bridge) turn out 2,000 barrels of flour daily. The building is 12 stories (156 ft.) high; has 2 acres of flooring, and a capacity for storing 760,000 bushels of grain; is served by 2 600-horse-power engines, and is the largest flour-mill in the world. The brown-stone quarries near the city are extensively drawn upon for building material for New York.

Broad St. is the chief thoroughfare of Newark, and is the seat of its business houses. It is a noble avenue of 120 ft. in width, and runs N. and S. through the centre of the city. It is well shaded, and is traversed by several horse-car lines. *Washington Park* and the *Military Park* are pleasant squares on the line of Broad St., containing groves of lofty and graceful elms, and surrounded by fine buildings. The ancient Trinity Church is on the Military Park. The U. S. Custom House and Post-Office is a fine building at the corner of Broad and Academy Sts., and the City Hall (corner of Broad and William Sts.) is worthy of notice. *Market St.* crosses Broad St. at right angles in the heart of the city, and runs from the vicinity of the Penn. R. R. station W. to the **Court House**, a massive sandstone building in Egyptian architecture. The *Library Association* building is noticeable for its adaptability to its present use, and contains over 20,000 volumes. Just beyond the Court House is the new and unfinished, but finely conceived Episcopal Church of St. Paul. The building of the Mutual Benefit Life Ins. Co. is said to be the finest in the State, and the Newark Academy (on High St.) has a large brick edifice in grounds which overlook the Passaic Valley. At the corner of High St. and Cen-

tral Ave. is St. Michael's Hospital, near which is the Catholic Cathedral. On the corner of High and William Sts. is St. Benedict's Priory and College, and the High St. Presbyterian Church is a massive and elegant little brown-stone structure, with a Saxon tower and a clere-story. The Church of the House of Prayer (Epis.; corner of State and Broad Sts.) is worthy of notice; also the cruciform Church of the Redeemer, with its dainty portal; the ornate Clinton Ave. Reformed Church; St. Paul's M. E. Church, with minarets and lofty windows; and the ivy-mantled and sparrow-haunted old church at the corner of Broad and Walnut Sts.

Mount Pleasant Cemetery is an attractive ground of 35 acres N. of the city, with fine avenues and undulating hills. The drives in the vicinity of Newark are very pleasant, — the best being those to Orange, the city of villas, 3 M. N. W., and along the banks of the Passaic, where may be seen many fine mansions, including "*The Cedars,*" where Henry William Herbert ("Frank Forrester") lived in seclusion, and *Kearny Place*, the former home of Gen. Philip Kearny, who was born at N. Y. City in 1815; won the cross of the Legion of Honor in the Franco-Algerian War (1840), and again at Solferino, in 1859; lost his left arm in the attack on the San Antonio Gate of the city of Mexico (1847); won the battle of Williamsburg, Va., in 1862; and was killed while fighting at the head of his division in the battle of Chantilly, Va., Sept. 1, 1862. Across the river from Kearny Place is the old mansion which has been celebrated by Irving under the name of "Cockloft Hall" (in the Salmagundi papers).

In 1665 the colonies of Hartford and New Haven were united. The men of Branford had steadily opposed this union, and after its consummation they moved away in a body, headed by their pastor, and carrying their families and household goods. In 1666 they founded Newark, laying out the broad streets which are now the pride of the city. The land was bought from the Hackensack Indians with £130, 12 blankets, and 12 guns. No one was admitted as a freeman, voter, or officer of any sort unless he was a Congregational church-member; and the church was fortified against the Indians in 1676. By 1682 Newark had become famous for its cider. In 1745–46 great riots took place here in consequence of attempts of the English grantees of East Jersey to invalidate the titles of the Puritans to their lands. The College of New Jersey was located here 1747–55, and the Newark Academy was founded in 1792. The town was occupied by the British in 1777, and was sacked, plundered, and nearly destroyed. The population in 1780 was 1,000; in 1830, 10,950; in 1840, 17,290; in 1860, 71,941; and in 1870, 105,059.

The train runs S. W. through the city and passes on to *Waverley*, near Weequahick Lake; 3 M. beyond which it reaches **Elizabeth** (*Sheridan House*), a city of about 25,000 inhabitants, situated on elevated ground 3 M. from Newark Bay. It is called the handsomest city in the State, and is laid out with broad streets crossing each other at right angles, well shaded, and lined with bright, spacious, and widely detached villas. It is famed for a wealthy and cultured society, and for fine educational facilities; and its growth has been rapid and healthy. Elizabeth is principally known as a residence-city for business-men of New York, to which run 50–60 trains daily in 37–50 min. (over the N. J. Central or the Penn. R. R., which intersect near the centre of the city).

In 1665 Gov. Carteret crossed the Atlantic and bought of the Indians the present site of the city, founding here a colony which he named Elizabeth, in honor of Lady Elizabeth, wife of Sir George Carteret (proprietor of East Jersey). The country was rapidly settled, and the predominant influence was that of the Puritans (as shown in the old colonial laws). Thenceforward for many years Eliza-

bethtown was the capital of East Jersey; and during the Revolutionary War it was frequently raided by the British and occupied by the Continental forces. It was the residence of Gov. Livingston, and gave freely of its young men to the national army.

As the train leaves the intersection of the railroads and passes S., the broad avenue called the Bay Way is seen on the l., running to the water-side. **Rahway** (*De Graw's; Chamberlain House*) is a city of 6,258 inhabitants, situated on the Rahway River at the head of schooner-navigation and 4 M. from Staten Island Sound. It has 10 churches and several small parks, with 2 academies; and is famous for its great carriage-factories and other manufacturing industries. This city was settled in 1720, and was named in honor of Rahwack, the Indian Sachem who owned its site. A branch R. R. runs 9 M. S. from Rahway across the populous town of Woodbridge to the ancient city of **Perth Amboy,** which is situated at the confluence of the Raritan River, Staten Island Sound, and Raritan Bay. It is a port of entry with a considerable coasting-trade; and exports fire-brick and kaolin. Near this place is the summer resort known as the Eagleswood Park Hotel, pleasantly situated near the Raritan River.

The name of this port is compounded of *Ompoge*, or *Ambo*, the Indian name for the point, —and *Perth*, given in honor of the Scottish Earl of Perth, one of the grantees of East Jersey. The early travellers called it "a sweet, wholesome, and delightful place"; and William Penn declared of it, "I have never seen such before in my life." It was settled in 1669, and 150 town-lots were laid out; the intention being to establish a town "the most considerable for merchandise, trade, and fishing in these parts." New York was rivalled in commercial importance by Perth-town; and the capital of the province was located here in 1684. The troops of the Havana expedition were cantoned here in 1761; and the point was garrisoned by British soldiers during most of the Revolutionary era.

Beyond Rahway the train passes *Uniontown*, near the Adrian Institute, where summer boarders are taken. Running through the peach-orchards of *Metuchen*, the line crosses the Raritan River and enters **New Brunswick** (*City Hotel; New Brunswick*), a city of 19,000 inhabitants, with 17 churches and 2 newspapers. It is the capital of Middlesex County, and stands at the head of navigation on the Raritan River and at the E. terminus of the Delaware and Raritan Canal (running to Bordentown, 42 M.). The most extensive india-rubber factories in the United States are located here; and the harness and hosiery manufactures are largely developed. The riverward streets are narrow and uneven, but the upper part of the city is well laid out and has many fine residences. The opera-house is one of the best in the smaller cities, and the musical culture of the inhabitants is quite remarkable. In the older part of the city are several quaint and antiquated churches. **Rutgers College** occupies a range of substantial buildings which front on a campus shaded with large trees, and from its vicinity are enjoyed pleasant views of the valley from Raritan Bay to the mts. of Somerset County. The college was founded in

1770, when King George III. granted its charter to the Protestants following the Netherland Reformed Church. It was then named Queen's College, in honor of the English Queen; and received the name of Rutgers in 1825. It is now a richly endowed and flourishing institution. Here was founded the first theological seminary in the U. S. (by the Dutch Reformed Church in 1771); and this school at present occupies a line of new buildings on the ridge beyond the college. The main structure is known as *Hertzog Hall*, and on the lawn near by is a bronze statue of Mr. Hertzog, its chief benefactor. The *Masonic Hall* is one of the best buildings in the city; and the *Court House* occupies a conspicuous position near the centre. The Catholic Cathedral and St. James Methodist Church are modern edifices; and Christ Church (Epis.) is an ancient building surrounded by graves. A branch R. R. runs from New Brunswick 8 M. to the quiet old hamlet of E. Millstone.

New Brunswick was settled late in the 17th century by men of Long Island, and was occupied in 1730 by several Dutch families from Albany. In 1748, Kalm, the Swedish traveller, found here "a pretty little town, with 4 churches and a considerable trade with New York. After a sharp and successful engagement with the American troops near the town, Lord Cornwallis evacuated New Brunswick, in June, 1777, leading several corps of the royal household troops and 3 regiments of German grenadiers.

From Monmouth Junction branch lines run E. to *Jamesburg* (4½ M.), on the Camden & Amboy R. R.; and 9 M. N. W. to *Kingston*, near which the apostolic Brainerd, "with invincible self-denial and profoundest humility and devotion to God," converted scores of Indians. At Kingston Washington eluded the British, and made a forced march which saved his army after the victory at Trenton. 2 M. beyond Kingston (by R. R.) is *Rocky Hill*, where Washington dwelt for 3 months in 1783, and whence he issued his "Farewell Address to the Armies of the United States."

16 M. from New Brunswick is *Princeton Junction*, whence a branch line runs in 3 M. to **Princeton** (* *University Hotel*), an academic city finely situated on a high ridge and containing nearly 3,000 inhabitants. It is chiefly distinguished as the seat of the College of New Jersey, or **Princeton College**, which was founded by the Presbyterian Synod of New York in 1741, and was located at Princeton in 1757.

Nassau Hall was built in the latter year, and was so named "to express the honor we retain in this remote part of the globe to the immortal memory of the glorious King *William* the Third, who was a branch of the illustrious house of Nassau; and who, under God, was the great deliverer of the British *nation* from those two monstrous furies, *Popery* and *Slavery*." The college is now under the charge of the Scottish-American metaphysician, James McCosh, D. D., LL. D.; and has 17 professors and 417 students.

The college buildings are mostly of stone, and occupy a long line parallel with the main street of the village. On the W. is the Halsted Observatory, with its bright blue dome; and the Gymnasium is the next in the line. *Nassau Hall* is a long and spacious building in the centre, surmounted by a tower. The floors and stairways are fire-proof; and the hall projecting to the S. (formerly occupied by the library) contains portraits of many of the chief men of the college. A quadrangle is formed

by Nassau Hall on the N., Reunion and W. College Halls on the W., E. College on the E., and 2 small buildings with classic porticos (on the S), occupied by the literary societies. The Philadelphian Society's Hall and the residence of President McCosh are nearer the village street. E. of Nassau Hall is the elegant new * Library building, of red and gray sandstone. The octagonal centre is flanked by graceful wings, and the portals are supported by columns of Scotch granite with quaint capitals. In this building is preserved Peale's portrait of Washington at the battle of Princeton. Beyond the Library is *Dickinson Hall ;* and the E. end of the line is occupied by the new and ornate building of the Scientific School, a large and unique structure of red and gray stone. Nassau and Dickinson Halls and the Library front on a broad and verdant campus which is adorned with many large trees.

The *Theological Seminary* occupies several plain stone buildings near the college halls. This is the leading school of the Presbyterian Church, and has educated some of its ablest divines. The President is Dr. Charles Hodge, one of the foremost of American theologians. Opposite the main hall is the handsome building occupied by the library of the seminary, situated in a pleasant park among ancient trees. The Preparatory School (of the college) is beyond the Seminary, and was opened in 1873 with 38 students. The Episcopal and Presbyterian churches, on the main street of Princeton, are large and imposing stone buildings.

The **Cemetery** is a short distance N. of the college halls, and is perhaps the most interesting spot in Princeton. There are several fine monuments to deceased students ; the noble old Stockton family has some interesting memorials ; and the remains of several venerable presidents of the college are buried here under tablets. But the chief interest of the cemetery centres around the humble monuments of the two kinsmen whose lives were in such startling contrast to each other, — Jonathan Edwards and Aaron Burr.

Jonathan Edwards, the greatest of American metaphysicians, was born in Connecticut in 1703, educated at Yale, began to preach in 1723, and was a missionary to the Indians at Stockbridge (Mass.), 1751–57. While there he wrote the remarkable treatise on "The Freedom of the Will," in whose close and subtle argument he maintained "that philosophic necessity was compatible with freedom of the will, rightly defined, and with human responsibility." "Tall and slender in person, he had a high, broad, bold forehead, piercing and luminous eyes, and a countenance indicative of sincerity and benevolence." The great religious awakening that startled the frozen churches of New England in the 18th century was largely caused by his marvellous sermons, unevadable in their directness, incontrovertible in their logic, and terrific in their lurid earnestness. Probably no preacher since Chrysostom has had such power of striking terror into an audience ; and this he did simply by his words and by his intense earnestness, and without any of the graces or artifices of oratory. He was inaugurated President of N. J. College in 1758 ; but died of small-pox only 4 weeks after, leaving "The Freedom of the Will," "The Religious Affections," and "The History of Redemption," as his great monuments. His works fill 10 octavo volumes. "These three, — Augustine, Calvin, and Jonathan Edwards."

Aaron Burr, the grandson of President Edwards, was born at Newark, N. J. in 1756. He graduated at N. J. College in 1772, joined the army at Cambridge in 1775, was in Arnold's march through the Maine forest, the attack on Quebec, and other battles of the Revolution, and was for a time on Washington's staff, but afterward joined the cabal of generals who opposed and endeavored to overthrow

the noble Virginian. He began to practise law in 1782, and was a leader in the Senate from 1791 to 1797. In 1801 Burr and Jefferson were the opposing candidates for the Presidency of the Republic. The vote of the national electors was a tie, — 73 for each, — and Congress, after 36 successive ballots, decided the election in favor of Jefferson, with Burr for Vice-President. In 1804 he killed Alexander Hamilton in a duel. Soon afterward he prepared to consummate his wild and ambitious scheme of forming a vast southern empire from the S. W. American territories and the Spanish province of Mexico. He had already secretly banded together large forces of frontiersmen in order to seize and secure his imperial power, and had won over several officers of the western garrisons, when the U. S. government discovered the plot, and arrested its author. He was tried for treason at Richmond (1807), and was barely acquitted. Fleeing the country, he lived abroad in great poverty until 1812, when he returned to New York, married Madame Jumel, and lived in obscurity until his death, in 1836. He was a man of brilliant talent and ability, a fiery orator, and possessed of remarkable fascination in conversation; but as a politician he was totally unprincipled, and his social life was a succession of systematic villanies.

Trenton (*Trenton House*, $3.50 a day; *United States; American; State St. House*), the capital of New Jersey, is situated at the head of navigation on the Delaware River, and is crossed by the Delaware and Raritan Canal. It has 22,874 inhabitants, with 4 daily papers, and 28 churches. The city is noticeable for its cleanliness and thrift, and its suburban streets contain many fine villas. State St., parallel with the river, and Main St., at right angles with State, are the chief thoroughfares. Various and extensive manufactures are carried on by the aid of the Delaware and Assumpink water-powers; foremost of which are the potteries, 18 in number, with 57 kilns, employing 1,200–1,500 men, and producing $1,500,000 worth of goods yearly (much fine iron-stone china and white granite ware). The N. J. Steel and Iron Co. employs 650 men, producing 20,000 tons yearly; and the Trenton Iron Co. employs 4–500 men. Great quantities of crackers are also made here.

The **State House** fronts on State St., across a small park, and on the other side overlooks the Delaware River. It is 100 ft. long, and was built with money obtained from taxes on the railroads. The building is singularly disjointed, and has picturesquely irregular outlines. It is surmounted by a cupola which affords pleasant views of the river and city. The *State Library* is a large and well-arranged collection occupying a hall in the rear part of the building. The new **U. S. Post-Office** is situated on State St., and is a fine Renaissance structure, massively built of stone. The *State Penitentiary* is on Federal St., and covers 8 acres, having 520 convicts and 44 officers. 400 of the men make shoes for the Bay State Company, finishing 2,000 pair a day, and the women work on clothing. A new wing was added in 1872, at a cost of $150,000. The *State Lunatic Asylum* is nearly 2 M. N. of the city, on an eminence. It has 650 patients, and cost $400,000. The *State Arsenal* is near the Penitentiary, on the S. A branch R. R. runs 6 M. S. E. along the Delaware from Trenton to Bordentown, and the Belvidere Delaware R. R. runs N. W. to Easton (51 M.) and Manunka Chunk (58 M.).

Trenton was settled by the Friends in 1679, and about the year 1720 it was named *Trent's-town*, in honor of Col. Wm. Trent, the owner of the land. It was made the capital of the State in 1790, and became a city in 1792. Among the natives of Trenton were Gov. A. H. Reeder (of Kansas), Bishop G. W. Doane, Dr. J. R. Coxe, and Joseph Reed, the Revolutionary statesman. In 1776, after Washington's disastrous retreat through the Jerseys, this place was garrisoned by a brigade of German mercenaries under Colonel Rall. On Christmas night, Washington crossed the Delaware in a storm of sleet and snow, leading 2,400 men and 20 cannon by boats through the floating ice, and attacked Trenton in 2 divisions about daylight. The garrison was alarmed by the firing on the outer picket-line, but had hardly formed and begun to advance before their commander was mortally wounded, and the American columns converged on them from every side. Their artillery was taken by a charge, in which Lieut. Monroe (afterwards President of the U. S.) was wounded, and the enemy broke ranks in panic. 600 of them escaped, but 1,000 were captured, together with 6 cannon, and the colors of the Anspach, Knyphausen, and Rall regiments. Jan. 2, 1777, Lord Cornwallis advanced hitherward with 5,000 British regulars, intending to crush Washington's 5,000 militia, but was repulsed at the fords of the Assunpink with a loss of 150 men. During the following night, Washington left his camp-fires burning and picket-lines on patrol before the hostile lines, and marched rapidly on Princeton (10 M. distant), where he fell upon the 17th, 40th, and 55th British regiments, then marching to join Cornwallis. Gen. Mercer led 300 patrician Philadelphians against the 17th, but was repulsed and mortally wounded (refusing to surrender). Moulder's battery then opened on the enemy, and the Rhode Island regiment advanced on his flank, upon which the British gave way, leaving their artillery. 1¼ M. N., the Americans met and routed the 40th and 55th regiments, and bombarded and stormed Nassau Hall (of Princeton College), which was filled with the fugitives. Cornwallis was now close behind Washington, and the chief, leaving a gun and a strong picket-guard at the village, hurried after the flying brigade, and was safe among the hills before the enemy could reach him. At Princeton the Americans lost 100 men, and the British lost over 400. Frederick the Great said that this fortnight's campaign was "the most brilliant in the annals of military achievements." 12 years later, when Washington was going from Mount Vernon to New York to assume the office of President, he was accorded, at Trenton, imposing triumphal honors.

On leaving Trenton the train crosses the Delaware on a massive bridge 1,100 ft. long (built in 1804–6), and enters Pennsylvania near *Morrisville*, where Marshal Moreau lived for several years. In this town was the Pennsbury Manor (near the river), where William Penn had a large mansion in the 17th century. **Bristol** is the chief borough in Bucks County, and has 3,269 inhabitants. It has a rolling-mill and other manufactures, and is the S. terminus of the Penn. Canal (Del. Division), which brings down vast quantities of coal from the Lehigh Valley. In this vicinity are chalybeate springs, formerly much visited and used for bathing. Bristol was founded in 1697, and occupies a fine situation on the banks of the Delaware, nearly opposite Burlington. It is a summer home for many people of Philadelphia, and has a daily line of steamers to that city. From Holmesburg Junction a branch line runs 4 M. N.W. to the village of *Bustleton*, and from **Frankford Junction** trains run 3 M. S. W. to the terminus at *Kensington*. Most of the trains turn W. from Frankford and run around the N. part of the city, crossing the Phila. & Reading, N. Penn., and Norristown R. Rs. The Schuylkill River is passed in Fairmount Park and near the Girard Ave. Bridge, and the train sweeps around to the S. E., and stops at W. Philadelphia (31st St.).

38. Philadelphia.

Arrival. — Most of the railroad termini are remote from the centre of the city, but are passed by horse-car lines leading thitherward. The main station for New York and the West is near 31st St., whence horse-cars run down Market St. to the river. The Camden & Amboy, Camden & Atlantic, and W. Jersey R. Rs. terminate at Camden, whence ferry-boats cross to Philadelphia.

Hotels. — The * Continental (corner of Chestnut and 9th Sts. ; $5.00 a day) is one of the best hotels in America, and has a front of Pictou sandstone, 6 stories high and 200 ft. long ; the *Girard, opposite the Continental on Chestnut St., $3.50 a day ; the Washington, Chestnut St., between 7th and 8th Sts., $3 a day ; the American, Chestnut St., opposite Independence Hall, $3 a day ; Guy's, corner of Chestnut and 7th Sts., European plan ; the Irving, on Walnut St., near 9th. Markoe's and the St. Stephen's are on Chestnut St., near 11th St. ; and the Bingham ($3 a day) is on the corner of Market and 11th. The *St. Cloud ($3 a day) is on Arch St., between 7th and 8th ; the Central is a small hotel ($2 a day) on Arch, below 7th ; the St. Elmo ($2.50) is on Arch, near 3d ; and the Merchants' is on 4th, near Arch. In the upper part of the city is the *Colonnade Hotel $3.50 corner of Chestnut and 15th St. ; also the *La Pierre ($3.50), on Broad St., near the Union League and Opera-House. Near the river are several inexpensive hotels, — the Ridgway ($2), at the foot of Market St. ; the Arch St. House, and others. The Eagle (corner of Vine and 3d Sts.) ; the Bald Eagle (3d St., near Callowhill) ; the Black Bear, and others similarly named and located, are inexpensive houses which are much frequented by Pennsylvanians. There are many first-class boarding-houses in the city, especially on upper Chestnut, Arch, Sansom, and other well-located streets. The prices are much less than those of the hotels.

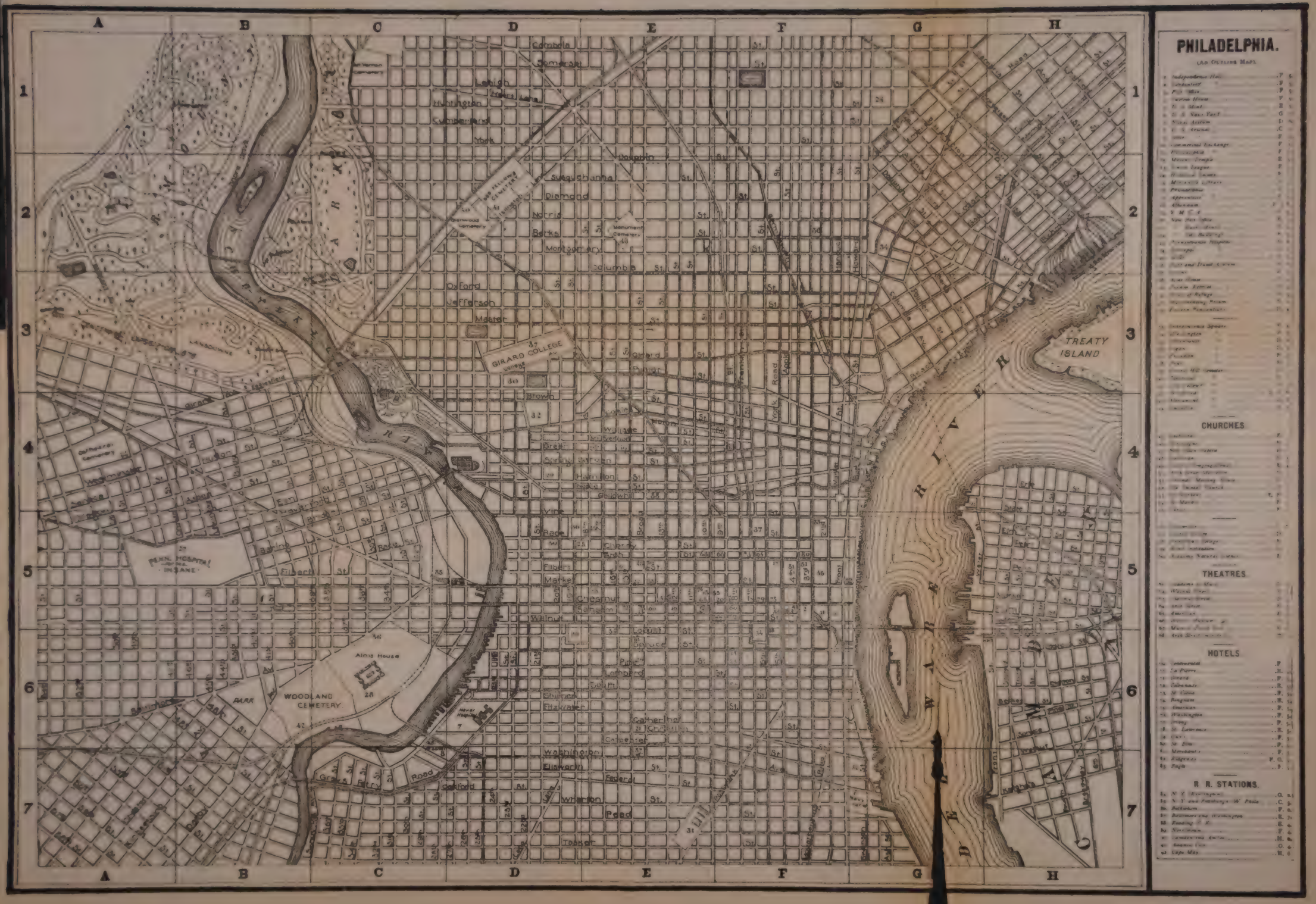
Restaurants. — *The Continental Hotel Café, Chestnut St., near 9th ; *Green's, 731 Chestnut St., near 7th ; Belcher's, Mitchell's, and others, near Independence Hall. There are many restaurants for merchants, etc., in the riverward streets and on or near Chestnut St. Confectionery and ices may be obtained at the Continental ; also at Vansant's (836 Chestnut St.), Whitman's (812 and 1004 Chestnut St.), and elsewhere.

Carriages are found at the railroad stations, and at stands throughout the city. *Fares*, for 1 passenger for a distance of 1 M. or less, 75c. ; 2 passengers, $1.25 ; each additional one, 25c. For 1 passenger, 2 M. or less, $1.25 ; 2 passengers, $1.75 ; each additional one, 25c., — and 50c. for every mile beyond. Carriages by the hour, for 1–2 persons, $1.50 ; 25c. for each additional one. For children between 5 and 14 years old, half-price is charged ; younger children are carried free, and also 1 piece of baggage to each passenger. Unless otherwise specified, the fares are paid by the mile (1 M. meaning 12 blocks of 100 numbers on numbered streets).

Horse-Cars. — The horse-car service of Phila. is unequalled elsewhere in the world, and is performed on 22 lines of track. The fare is 7c. ; and points on other connecting lines may be reached by transfer-tickets (9c.), which should be called for on paying the fare. Full lists of the routes may be found in the city directory, at the offices of the hotels. Among the principal lines may be named those on Market St., leading to the Penn. R. R. station ; to the Insane Hospital and Haddington ; the Ridge Avenue line, to Girard College, Laurel Hill Cemetery, and Manayunk ; the 2d St. line, running S. to the Navy Yard ; the Kensington lines, on 2d and 3d Sts. ; and from Richmond to Frankford ; on Darby Ave. S. W. to the open country ; on South St. to the Naval Asylum ; on 10th St. to the Moyamensing Prison ; the lines on 7th and 9th Sts., or on 13th and 15th Sts., to the Baltimore Depot ; out Walnut St. to 41st St. (near the Insane Hospital) ; and on Germantown Ave. to Germantown. The cars on Chestnut St., E. of the Schuylkill, all run towards the Delaware. Market St. is the great thoroughfare of horse-car travel, and intersects the lines running N. and S.

Ferries — fares, 5c. — from the foot of Market St. to Market St., Camden, and to the W. Jersey R. R. station ; from Vine St. to Camden, and the Camden & Atlantic R. R. station ; from South St. to Kaighn's Point, Camden ; from South St. to Gloucester, N. J. ; from Shackamaxon St. (Kensington) to Cooper's Point, Camden ; from South St. to Red Bank, N. J. (10c.).

Amusements. — The *Academy of Music (corner of Broad and Locust Sts.)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Girard
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Callowhill
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Race
Cherry
Arch
Filbert
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Sansom
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Locust
Spruce
Pine
Lombard
South
Shippen
Fitzwater
Catharine
Christian
Carpenter
Washington
Ellsworth
Federal
Wharton
Reed
Tasker
Girard Ave
York Road
Ridge Road
Passyunk Road
Penna. R.R.
Delaware River
Schuylkill River
TREATY ISLAND
PENN. HOSPITAL FOR INSANE
Almshouse
Alms House
WOODLAND CEMETERY
PARK
Woodland Cemetery
Monument Cemetery
Old Mennonite Cemetery
Old Hollowing Cemetery
Lazaretto
Quarantine
Cemetery
Penna. R.R.
Penna. R.R. Depot
Penna. R.R. Freight Depot
Penna. R.R. Freight Depot
Penna. R.R. Freight

is the largest opera-house in the U. S., and is devoted chiefly to operas and musical entertainments of a high order. Lectures are sometimes given here, and brilliant balls are also celebrated. The Walnut St. Theatre (corner Walnut and 9th Sts.) has a fine auditorium, and is devoted to drama. Mrs. John Drew's *Arch St. Theatre is on Arch St., near 6th; Fox's New American Theatre is on Chestnut St., near 10th; and Wood's Museum is at the corner of Arch and 9th Sts. The Chestnut St. Theatre is above 12th St., and has a fine hall. *Minstrels* entertainments are afforded at the Arch St. Opera House (above 10th St.; Simmons and Slocum's troupe), and at the opera-house on 11th St., near Chestnut (Carncross and Dixey's troupe). *Varieties*, on 7th St., between Arch and Market Sts. *Classic music* and concerts of a high order are given at the Musical Fund Hall, on Locust St., below 9th (a favorite hall, seating 2,500 persons); also at Concert Hall, on Chestnut St., above 12th St.; and at Horticultural Hall and the Academy.

Reading-Rooms. — *Mercantile Library, on 10th St., near Chestnut St.; the Phila. Library, corner of 5th and Library Sts.; Y. M. C. A. 15th and Chestnut St.; the Apprentices' Library, corner of 5th and Arch Sts.; the German Library, on 7th, near Chestnut St.; the Franklin Institute, at 155 7th St. (10,000 volumes); and at the hotels. *Billiards* at Green's, 731 Chestnut St.; the American Hotel; and the Continental Hotel.

Art Collections. — Besides the public galleries, there are fine collections of pictures in the sales-galleries of Haseltine (1125 Chestnut St.), Earle (816 Chestnut St.), Hall (910 Chestnut St.), and others. The private collections of Phila. are renowned for their richness and value, and consist (for the most part) of the best works of the modern French school, with numerous examples of the foremost artists of America. They are usually open on 2 days of the week to visitors provided with cards of admission, which may be obtained by application to the proprietors (in person or by letter), on presentation of letters of introduction or other credentials properly recognizing the worthiness of the applicant. Mr. Henry C. Gibson (1612 Walnut St.) has 100 choice pictures, displayed in 3 rich Pompeian cabinets, which are adorned with statuary and objects of *vertu*. This gallery contains fine paintings by Calix, Courbet, Isabey, the Bonheurs, Diaz, Zamacois, Couture, Rothermel, Troyon, the Achenbachs, Tissot, Calamé, Gerome, Meissonier, Fortuny, Daubigny, etc., and the celebrated work of Cabanel, *The Birth of Venus. James L. Claghorn, Esq. (on W. Logan Square), has about 120 pictures, representing the chief modern artists of both hemispheres, — Escosura, Daubigny, Prudhon, Bouguereau, Schreyer, Zo, Rigaud, R. Bonheur, Blanchard, Meissonier, the Achenbachs, Herzog, Flamm, Knaus, Stange, Voltz, Weber, Koekoek, Rossi, Zamacois, Madou, Webb, Pyne, Tadema, Boughton, Holland, Hamilton, Rothermel, Gignoux, T. B. Read, Cropsey, Gifford, Leutze, Casilear, Durand, Church, Bierstadt, and others. Mr. Claghorn has also the best collection of engravings in America, numbering many thousand, and including rare and quaint works of great value. The galleries of the late Joseph Harrison, Jr. (E. Rittenhouse Square), Wm. B. Bement, A. E. Borie, and many others have rare treasures of French and American art.

Railroads. — The Pennsylvania, to New York in 90 M., to Pittsburgh in 354 M., from the corner of 31st and Market Sts. Local trains to Bustleton, Trenton, etc., from Kensington; Camden & Amboy Division by ferry to the Camden station, from the foot of Market St. To Erie and Buffalo, by the Phila. & Erie R. R., from 31st and Market Sts. The Phila. & Reading R. R., from the corner of 13th and Callowhill Sts., to Reading (58 M.) and Pottsville (93 M.); the Germantown & Norristown R. R., from the corner of 9th and Green Sts., to Norristown (17 M.); the N. Penn. R. R., from the corner of Berks and American Sts., to Bethlehem (54 M.); the West Chester & Phila. R. R., from the corner of 31st and Chestnut Sts., to West Chester (28 M.). The Camden & Atlantic R. R., by ferry from the foot of Vine St. to the station in Camden, to Atlantic City (59 M.); the West Jersey R. R., by ferry from the foot of Market St. to the station in Camden, to Salem (43 M.) and Cape May (81 M.). The Phila. & Baltimore Central R. R., from the corner of Broad and Prime Sts., to Port Deposit (71 M.); the Phila., Wilmington & Baltimore R. R., from the corner of Broad and Prime Sts., to Baltimore (98 M.).

Steamships. — The American Line, for Queenstown and Liverpool every Thursday (fares, cabin, $75–100; intermediate, $40, — in currency); the Red Star Line, for Antwerp weekly, carrying the Belgian and U. S. mails (fares, first cabin, $90; second, $60; steerage, $30); for Havana and New Orleans fort-

nightly, from Pier 41 (foot of Green St.); for Savannah every Saturday at 8 A. M. (Pier 41); for Charleston every Friday, from Pier 4 (below Arch St.); for Wilmington, N. C., every Tuesday at 6 A. M., from Pier 41; for Norfolk and Richmond every Wednesday and Saturday noon, from first wharf above Market St.; for Alexandria, Georgetown, and Washington (by the Chesapeake & Delaware Canal) every Wednesday and Saturday noon, from second wharf below Market St.; for Baltimore and Havre de Grace daily, at high tide, 12 South Wharves; for Boston (48 hrs.) every Wednesday and Saturday, at 10 A. M., by the Winsor Line, from the Pine St. Wharf; for Providence every Wednesday and Saturday, by the Clyde Line, from Pier 3, North Wharves; or by the Winsor Line, every Saturday at 10 A. M.; for Hartford (by the Delaware and Raritan Canal and Long Island Sound) every Thursday noon, from Pier 4, South Wharves; for New York daily (in 24 hrs.), from second wharf below Market St.; also tri-weekly from Pier 19; for Albany and Troy every Wednesday, from first wharf below Pine St.

For Cape May tri-weekly (in summer); for Bridgeton at 4 P. M. Tuesdays and Fridays; for Salem, Newcastle, Pennsgrove, and Delaware City, daily, from Arch St. Wharf; for Wilmington, Del., daily, from Chestnut St. Wharf and the pier below (at 3 and 5 P. M.); for Chester and Lazaretto daily, at 3 P. M., from Pier 8½ North Wharves; for Red Bank, Billingsport, Bridgeport, and Chester, daily at 3 P. M., from Arch St. Wharf; for Lepsic, Sprnance, Port Penn, and Lamokin, tri-weekly from Arch St. Wharf. The *Edwin Forrest*, from the Arch St. Wharf daily (with the tide), for the upper river-landings and Trenton (fare, 40c.); the *John A. Warner*, from the Chestnut St. Wharf semi-daily (at 2 and at 6 P. M.), for Riverton, Torresdale, Andalusia, Beverly, Burlington, and Bristol (25c.); the *Twilight*, from the Chestnut St. Wharf semi-daily (7 A. M. and 3 P. M.), for Burlington, Bristol, and the intermediate ports (25c.).

PHILADELPHIA, the second city in point of population in the Western Hemisphere, and the foremost city in point of manufactures, lies between the Delaware and Schuylkill Rivers, 6 M. from their confluence and about 96 M. from the ocean. The land toward the Delaware is generally level and but slightly elevated, while the W. and N. W. suburbs are located on rolling ground which is traversed by the deep valleys of the Schuylkill and the Wissahickon. The city is in latitude 39° 57′ N. and longitude 75° 10′ W. of Greenwich; and is 87 M. from New York and 138 M. from Washington. The Delaware River at this point is a deep and navigable stream ¾ M. wide; and the Schuylkill River (on the W.) descends hither from the coal-regions of Schuylkill County, 115 M. N. W. The commerce of Phila. is large and increasing, and is served by lines of steamships to Europe and the American coast; but the chief wealth of the city is in its immense manufacturing interests, which are favored by the comparative cheapness of land and building materials and the vicinity of the great coal and iron districts. There are here 8,500 manufactories, with a capital of $ 205,000,000, served by 55,000 horse-power of steam and 5,000 horse-power of water. In 1870 these works were reported as producing $ 362,000,000 worth of goods from $ 175,000,000 worth of raw material. They employ 100,000 men and 40,000 women, whose yearly pay-roll amounts to $ 68,000,000. Among the foremost industries of Phila. are the manufactures of locomotives, ships, cotton and woollen goods (at Manayunk), umbrellas, shoes (for the S. and W.), carpets, iron in every form, books, and refined sugar. The city is the fourth in the Republic in respect to

commerce, much of which is dependent on the shipments of coal and iron; and her coal-laden schooners and propellers visit the most remote points on the coast. Several first-class railroads converge here from every side; and numerous short local lines connect the adjacent counties with the metropolis. Since commerce is not the leading interest, the city has less bustle and apparent activity than New York, Boston, or Chicago; and this air of comparative quietness is also largely due to the greatness of the area over which the energies of Phila. are at work. The mechanics and artisans of Phila. live more comfortably and neatly than those of any other city; and from this fact an immense amount of skilled labor has directed itself upon this point. Beyond the heart of the city extend seemingly interminable lines of brick buildings, precisely similar in external appearance, neat, cleanly, and respectable, and at the same time inexpensive. With a population much smaller than that of New York, Phila. has more houses than that city; and in 1870 reported 112,366 houses for a population of 674,022, while New York had 64,044 houses for 942,292 inhabitants. The domestic architecture of Phila. is very monotonous, and consists almost invariably of plain buildings impinging upon the sidewalks, with pressed-brick fronts, marble steps and trimmings, and white window-shutters. The territorial area of the municipality is 129 M., included in a district 20 M. long and 5 – 8 M. wide, which is traversed by over 600 M. of paved streets. On about 2½ square M. (between South and Callowhill Sts.) the streets are laid out with great regularity, and cross each other at right angles; but beyond those limits the rectangular streets are traversed by oblique roads leading to the suburban villages. The houses are numbered by a convenient plan, each street commencing a new hundred; and, as nearly all the streets running N. and S. are designated by numbers, the location of a given house can be quickly estimated. From 2d St., which is the first street W. of Front St., to the Schuylkill there are nearly 30 streets; and No. 1125 Chestnut St. would be found between 11th and 12th Sts. Market St. is the main business thoroughfare; Chestnut St. is devoted to banks and retail trade; Front St. has much wholesale trade; and Delaware Ave. follows the river and is the seat of commerce.

The Indian domain of *Wicaco* (now Southwark) was settled by the Swedes before 1677, and a fortified block-house was erected. In October, 1682, William Penn and a large number of English Quakers sailed up the Delaware, and at *Shackamaxon* (now Kensington) he held a conference with the Indian chiefs. "The children of the forest were touched by the simple doctrine which the 'Quaker king' avowed. They received the presents of Penn in sincerity, and in hearty friendship they gave the belt of wampum. 'We will live,' said they, 'in love with William Penn and his children as long as the moon and the sun shall endure.'" This compact was well observed, and "not a drop of Quaker blood was ever shed by an Indian." Later in 1682, Penn purchased the lands of *Coaquenaku* ("the grove of the tall pines"), which he said "was not surpassed by one among all the many places he had seen in the world"; and here a city was laid

out which he named Philadelphia, partly in honor of that Asiatic city to whose church Christ sent the message, "I have loved thee," and partly because of the etymology of the name (from the Greek compound word, Φιλάδελφος, meaning "brotherly love," and thereby identifying the principles of the Quaker immigrants with the name of their city). The groves of chestnut, walnut, spruce, and other trees were soon cleared away, leaving their names attached to the streets which crossed their sites; and in 1683 the Provincial Assembly convened here and formed "the charter of liberties."

The new city, thus planted in amity and peace, and fostered by the Penn family, grew rapidly in population and consequence, and until 1820 it was the largest in the U. S. A city charter was obtained in 1701, including the space between the Delaware and Schuylkill and the present Vine and South Sts. Under the influence of Franklin, Logan, and John Penn, a refined and cultured society was developed, and science received much attention. Great excitement prevailed here after the Stamp Act and Tea-tax, and a band of disguised citizens captured the first landed cargo of tea and burnt it in the fields. When the appeal to arms became necessary, that powerful and wealthy portion of the community which belonged to the sect of Quakers held back from the colonial cause, and were thenceforth passive, but ardent royalists. In Sept., 1774, the first Continental Congress met here, and in July, 1776, it declared the independence of America. After the disasters about New York, Congress adjourned to Baltimore (Dec. 12, 1776), and on Sept. 26, 1777, after their victory at the Brandywine, the British troops occupied the city. It was the Capua of the royal army, who passed the period of their occupation in rioting and lax discipline, while the vigilant Washington watched them from the dreary camps at Valley Forge, 24 M. N. W. The grand military and chivalric festival called the *Mischianza* took place May 18, 1778, and one month later the British army evacuated their fortifications and camps and retreated to New York, pursued by Washington. The national government reoccupied the city, and henceforth its growth was steady and rapid. The Constitution was framed here in 1787, and Congress continued to meet in Independence Hall until 1797. In 1684, Phila. had 2,000 inhabitants; in 1777, 21,167; in 1790, 42,520; in 1800, 70,287; in 1820, 119,325; in 1840, 258,037; in 1860, 565,529; and in 1876, 817,448.

Among the natives of Philadelphia were the signers of the Declaration of Independence, George Clymer, Francis Hopkinson, and Robert Rush; the U. S. Senators, J. A. Bayard, Nicholas Biddle, G. M. Dallas, and W. C. Preston; and Wm. Franklin, W. M. Kelley, and Fernando Wood. To the Church she has given Bishops Carrell, Hobart, and White, and Drs. Alexander, Duchet, Charles Hodge, McClintock, W. H. Milburn, Odenheimer, Potts, Stevens, Turner, S. H. Tyng, Jr., and J. B. Walker. To the law she has given Wm. Allen, Horace Binney, the Rawles, Sharswood, Shippen, the Wallaces, and the Whartons. The medical profession is represented by S. Bard, T. Gallaudet, Green, Harlan, Hosack, Morgan, Physic, the Shippens, and H. H. Smith. To the army she has given Generals Cadwallader, Darke, Harmar, Haupt, McCall, McClellan, Mifflin, Morton, Pemberton (rebel), Naglee, and P. F. Smith; to the navy, Bache, the Biddles, the Cassins, Dahlgren, Dehaven, the Ellets, the Engles, E. K. Kane, and D. D. Porter. To literature, Allibone, Clifton, Barker, Broadhead, C. B. Brown, T. Coxe, Anna E. Dickinson, J. D. English, Gallagher, Godfrey, James Hall, the Hopkinsons, the Ingersolls, Charles G. Leland, Eliza Leslie, E. J. and George P. Morris, M. M. Noah, C. Roguet, the Reads, Henry Reed, R. P. Smith, and C. W. Thompson. To science, Robert Hare, J. Leidy, S. G. Morton, G. Ord, R. M. Patterson, H. D., W. B., and J. B. Rogers, T. Say, Townsend, and Wilson. To art, F. O. C. Darley, T. Doughty, and T. U. Walter, the architect. To the stage, J. Jefferson, W. Warren, and J. E. Murdoch. The philanthropists Boudinot, Eddy, Pemberton, and Vaux were also natives of Philadelphia.

William Penn, the founder of Pennsylvania, was born at London, in 1644, and was the son of Admiral Penn. He was liberally educated at Oxford and Paris, studied law, and fought in the Irish war. In 1666 he became a Quaker, and began to preach, but was frequently imprisoned. In 1680 he received a royal patent for Pennsylvania, and in 1682 he made a favorable treaty with the Indians, and bought the land from them fairly. Many years he spent in English prisons on charges of treason and debt, and in 1718 he died. His grandson, John Penn, was the last royal governor of Pa., and was a firm loyalist. He was confined in Virginia by the patriots, and the Penn estate (the largest in America; valued at nearly $5,000,000) was confiscated by Congress.

Market St. is the central thoroughfare of the city, and is 100 ft. wide. It is lined with stores and (in the lower part) wholesale houses, and is traversed by numerous lines of horse-cars. Passing 3 of the great markets for which Phila. is so widely celebrated, the new public buildings on Penn Square are reached, with the Masonic Temple on the r.; and the street runs W. to the Schuylkill, which is crossed on a new and massive bridge. The elegant Chestnut St. Bridge is seen on the l., and the city gas-works are on the r. The Penn. R. R. terminal station (a large new brick and stone building) is now reached, beyond which Lancaster Ave. diverges to the r. to Hestonville; Darby Ave. turns to the S. W. to the University and Almshouse, and Market St. passes W. to the Insane Hospital.

At the corner of Market and Front Sts. is the quaint old building of the *London Coffee-House*, which was built in 1702, and was a famous resort in the later colonial days. The *Penn Cottage* is an ancient structure on Letitia Street (running from Market to Chestnut St. between Front and 2d St.). It was the first brick building in Phila., and was the home of William Penn in 1682–83. The new Exchange, corner of 2d and Gothic Sts., occupies the site of the *Slate-Roof House*, which was built in 1690, occupied by Penn in 1700, and by Wm. Trent (founder of Trenton) after 1703. Lord Cornbury, John Adams, Baron De Kalb, John Hancock, and others sojourned here; it was Arnold's head-quarters in 1778; and here John Penn was born, and Gens. Forbes and Charles Lee died. * **Christ Church** is on 2d St., near Market, and is a quaint and venerable structure which dates from 1727 (its communion-service was presented by Queen Anne in 1708). It was regularly attended by Washington, and the mossy graveyard (on Arch St.) contains the remains of many notable men of past eras. In the tower is the oldest chime of bells S. of Boston. They were brought from London in 1754, rang in the birth of Liberty in 1776, and were hidden at Allentown during the British occupation. The spire is 196 ft. high, and there is a fine view from the tower, including the Delaware and its islands and shipping, the level plains of New Jersey, and the broad masses of the city blocks.

On 2d St. is the old *Loxley House*, and at 239 Arch St. the first American flag was made. On the S. W. corner of 7th and Market Sts. is the house in which Jefferson wrote the Declaration of Independence, and the identical room is still shown. An open iron railing on Arch St., near 5th St., reveals the grave of Benjamin Franklin, beyond which are the sepulchres of many ancient magnates, occupying Christ Church graveyard. On Arch St., near 4th, is the *Friends' Meeting-House*, a quaint old building which is secluded in a broad graveyard. It was built in 1808, to receive the congregation who were driven from the more ancient "Great Meeting-House" on Market St. by the "street noises." The

Friends' Library is at 304 Arch St., and has over 10,000 volumes; and the *Apprentices' Library* has about 25,000 volumes, in the old building at the corner of Arch and 5th Sts., which was formerly occupied by "the Fighting Quakers." Beyond this point **Arch St.** runs W. through a quiet commercial district, passing the elegant fronts of the Arch St. Theatre and the St. Cloud Hotel. Near 10th St. are the Methodist Book-Rooms; and Arch St. soon crosses Broad St., by a trio of elegant churches, and enters a district of residences, chiefly remarkable for the monotony of their architecture.

Chestnut St. is the most brilliant and interesting street in the city. It runs W. from the Delaware River, and passes for several squares through a district of wholesale houses and banks. *Third St.* is the Wall St. of Phila., and leads S. by the former head-quarters of Jay Cooke & Co., and the classic portico of the Girard Bank (copied from the Dublin Exchange, and long occupied by Stephen Girard), to the * *Merchants' Exchange*, the head-quarters of commerce, opposite which are the U. S. Appraiser's stores, in a new and massive structure which Supervising-Architect Mullet declares is the only fire-proof building in America. Beyond this point, and on and near 4th St., are the costly and imposing buildings of the Penn., the Lehigh Valley, the Reading, and other railroads.

To the S. (corner of Pine and 3d Sts.) is **St. Peter's Church,** which was built in 1758–61, and has a tower containing a merry chime of bells. In the churchyard is a monument to Com. Decatur, "the Bayard of the seas," a gallant naval officer in the Tripolitan, Algerian, and British (1812) Wars. 3d St. runs N. through a busy trade district, parallel with 2d St., the Bowery of Phila. On Cherry St., W. of 3d, is Christ Church Hospital, and at the intersection of Race and 6th Sts. is *Franklin Square*, a pleasant park in which is a marble fountain. To the W., on Sergeant St., between 9th and 10th Sts., is the *Girls' Normal School.*

On Chestnut St., above 3d, is the Florentine front of the *Bank of North America*, the oldest bank in the Republic (founded in 1781), near which is the building of the Fidelity Safe Deposit Co., massively built of Mass. marble, with an impregnable safe weighing 150 tons (cost $60,000). Back of the ornate Guarantee Safe-Deposit is **Carpenters' Hall,** which was built of small imported brick (each alternate one being glazed and dark), in 1770, for the use of the Society of Carpenters. Here, in the hall on the lower floor, met the first independent American Congress, Sept. 5, 1774,

"Here, with the news of the cannonade of Boston bursting upon them, arose the first prayer in Congress. Washington was kneeling there, and Henry, and Rutledge, and Lee, and Jay, and by their side stood bowed in reverence the Puritan patriots of New England, who at that time had reason to believe that an armed soldiery were wasting their humble households." After the Revolution the hall passed into ignoble uses, but has since been restored by the Company of Carpenters, and is now carefully guarded and reserved for reverent visitors.

The * **U. S. Custom House** is on Chestnut St., between 4th and 5th, and was built in 1824 for the U. S. Bank at a cost of $500,000. It has

2 imposing fronts (one on Library St.), each of which has 8 fluted marble columns of the Doric order, rising from a high platform approached by steps, and supporting a plain pediment. Just above the Custom House is the **Post-Office**, a practical granite building, and opposite is the Farmers' and Mechanics' Bank, a fine marble structure, containing the Clearing House and occupying the site of Lord Howe's head-quarters. Just above is the Quincy-granite front of the Penn. Life Ins. and Trust Co. Above 5th St. is * *State-House Row*, a line of ancient buildings now occupied by the municipal government, and fronting on a broad paved sidewalk which is shaded by trees, and has a statue of Washington. The central building dates from 1729–34, and is known as * **Independence Hall.** In its E. chamber the General Assembly of Penn. gave place to the Continental Congress. In this room ("the birthplace of the Republic") George Washington was elected commander of the American army (June, 1775), and on July 4, 1776, the Declaration of Independence was adopted here by Congress, and was read from before the building (July 8) to a vast and exultant multitude. The halls are now restored to their old estate, and have been made the receptacle for a National Museum (open 9 A. M. to 4 P. M., daily). The E. room contains a large number of portraits of the leaders of the young Republic (in Congress and in the field), Washington, Franklin, Morris, Adams, Jefferson, Lee, etc. Several of these pictures were painted by C. W. Peale; others are copies from Stuart and Trumbull. The antique wainscoting and Congressional chairs in this room are noteworthy. The W. room contains a large and interesting collection of curiosities and mementos of the younger days of America. There are personal effects of the magnates of the provincial and Revolutionary eras, furniture from old and historic mansions of Penn. and the adjacent States; and souvenirs of the republican armies and officers during the earlier wars. Autographs, coins, and medals, MS. letters and orders, and other relics of the past, are here displayed; and the collections will be of great interest to the antiquarian and patriot. This is the nucleus of the grand National Museum which has been prepared for the Centennial display in 1876; and contributions are made to it from all parts of the Republic.

The original Declaration of Independence is to be kept in the E. chamber through the Centennial season. Among other relics in the W. hall are the banner of the Penn. Line, Franklin's table, Penn's chair, Paul Jones's flagon, and many other personal mementos of great interest and value, historically.

At the vestibule of the Hall is the * *Old Liberty Bell,* mounted upon its original framework of heavy timbers. This bell was made in London in 1752, and bore the inscription, "Proclaim Liberty throughout the land unto all the inhabitants thereof." It was recast in Phila. soon after (retaining the inscription), and its merry ringing announced to the city that Congress had adopted the Declaration of Independence (July, 1776). Passes to the steeple of the hall are given in the E. Chamber, and the view from that point is quite interesting, including the densely settled parts of the city, the white colonnades of Girard College, the hills of Fairmount, and the N. J. shores.

Independence Square is S. of the Hall, and is adorned with fine old trees. It was bought by the Province in 1729 and 1760, and was planted with elm-trees in 1783. Here the assembled people heard the Declaration read, and on its S. side were the British military prisons during the Revolution. The Square covers 4 acres, and is worn smooth by the feet of many passers. The Court House is in this vicinity, with the offices of many lawyers. To the S. W. is *Washington Square,* which is famous as containing trees of nearly every variety found in this latitude, in great number and luxuriance. This Square is well kept, and is surrounded by iron fences. It occupies the site of the "Potter's Field," where over 2,000 American soldiers were buried during the Revolution. The *Athenæum* building fronts on this square (corner of 6th and Adelphi Sts.), and has a reading-room, a chess-room, and a library of over 25,000 volumes.

The * **Phila. Library** is on S. 5th St., near Chestnut St., and occupies a plain old building, over whose entrance is a statue of Franklin. The main library has 94,000 volumes (rich in American history), and the Loganian Library (classics) is in the same hall, and contains 6 – 8,000 volumes. This institution was founded in 1731 by Benjamin Franklin's influence, and received its first importation of books in 1732. The present building dates from 1789. In 1877 the library will be partly changed to a grand new building at the corner of Broad and Christian Sts., which has cost $1,500,000, and was a bequest to the society from Dr. Rush. This edifice is built of white marble, with a massive portico upheld by Doric columns and flanked by secondary colonnaded entrances.

The library hall is surrounded by portraits and busts of eminent men, while over the upper galleries are colossal busts of Minerva and Melpomene. The tall and ancient clocks of Penn and Cromwell are here, and in cases in the centre of the hall are many literary curiosities, chief of which are a volume of Franklin's *Penn. Gazette,* 1737 – 39; the works of Scotus, printed at Venice in 1477; the Golden Legende, by Caxton, 1483; St. Augustine's *Vita Christiana,* by Faust and Schoeffer, 1459; the Book of Hours, printed on vellum at Paris, 1510; Plantagenet's *New Albion,* 1648; Eliot's Indian Bible, Cambridge, 1663; a vellum MS. Bible of the 13th century; an Abyssinian prayer-book; the Book of Esther, in a Hebrew scroll; a phylactery; and ancient MSS. in Greek, Hebrew, Siamese, Chinese, and Arabic. The library is open from 10 A. M. to sunset. The *American*

Philosophical Society is domiciled near this hall (corner of S. 5th and Chestnut Sts.), and has a collection of antiquities and curiosities, with a library of 30,000 volumes. It was founded in 1743 by Franklin, John Penn, and others, and erected its present building in 1790 on land given by the State.

Chestnut St. runs W. from Independence Hall, passing on the l. the stately brown-stone building of the *Public Ledger*, near which are the offices of the *Sun*, the *Transcript*, the *Post*, the *Star*, the *Age*, the *Day*, the *Item*, the *Herald*, the *German Democrat*, and the *Evening Bulletin*. Elegant retail stores are now seen on either side, and the bright and moving throngs on the sidewalks give to the ensuing squares the appearance of Broadway at its best. The office of the *Phila. Press* is at the corner of 7th St., which diverges to the r. to the German Library and the *Franklin Institute*, whose library, cabinets, fairs, and courses of lectures are of great influence in educating the people. 7th St. also leads S. to the great * **Penn. Hospital,** a quaint and venerable pile of buildings 281 ft. long, fronting on Pine St., over groves of tall trees. The lawn is adorned by a statue of William Penn, and the hospital contains a large anatomical museum and a medical library of nearly 12,000 volumes. The buildings were erected between 1755 and 1805, and are open to visitors on Monday and Thursday afternoons. At 820 Spruce St., on the Penn. Hospital grounds is the building of the * *Historical Society of Penn.* (open from 10 A. M. till 5 P. M.).

On entering the lower hall there is seen the ancient printing-press of the German monks of Ephrata; also the writing-desk of George Washington, a suit of armor captured in Mexico City, and a model of the Swamp-Angel battery. Several paintings are displayed in this room; and the broad stairway is lined with quaint old American engravings. The main hall is hung with scores of portraits of ancient worthies of Penn. and N. J., among which are Rev. Israel Acrelius, Provost of the Swedish Church, by *Schuessele;* Provost Smith, *Benjamin West;* Joseph Reed, *C. W. Peale;* George Washington, *Peale;* Thomas Sergeant, *T. B. Read;* Andrew Jackson, *Sully;* Stephen Decatur, *Sully;* Anthony Wayne, *Rothermel;* Amerigo Vespucci, *C. W. Peale;* William Penn. There are also many paintings of places of historic interest, as Stoke Pogis, Pennsylvania Castle, Braddock's Field, and Valley Forge. The room and the large bay-window which looks out on the Penn. Hospital grounds contain many mementos of the old colonial and revolutionary eras. In the fire-proof room are deposited, —a patent of land on the Delaware given by Queen Christina of Sweden in 1653; the first deed of the Indians to William Penn, and the belt of wampum given to him at the Treaty Elm; the Penn MSS.; 129 letters of John Adams, superbly bound; the Bradford Prayer Book of 1710; the ancient lock of the Bank of St. George, at Genoa; pikes made for John Brown and for the Baltimore rebels; and many other curiosities. The library contains about 20,000 volumes; with the Potts Papers, giving the medical history of the Revolutionary War; the MSS. of Mason and Dixon's surveys; and 1,000 official documents of the French Revolution. The Society has published many works relating to the early history of Penn.

Returning to Chestnut St., the ultra-Gothic front of the old *Masonic Temple* is passed, and the Girard House and the stately Continental Hotel are seen near 9th St. At the N. W. corner of 9th and Chestnut Sts. formerly stood the University of Penn., on the ground which is being occupied by the new **U. S. Post-Office,** a stately building for which $4,000,000

has been appropriated. At the corner of 10th St. is an imposing new building of granite in Renaissance architecture, owned by the N. Y. Mutual Life Ins. Co.; N. of which is the * **Mercantile Library,** which contains 128,000 volumes, arranged in open alcoves in one of the finest reading-halls in the country, adorned with fountains and covered by a high arched roof. It is open from 9 A. M. to 10 P. M. Opposite the Library is *St. Stephen's Church* (Epis.), which is adorned by the * monuments of the Burd Family. To the l. on entering is a recumbent marble figure (a portrait-statue) under a rich Gothic canopy; and in a chapel on the N. side is a group of statuary clustered around a cross. To the S. on 10th St. is the *Jefferson Medical College,* an institution of high reputation, which dates from 1825, and has about 300 students. The anatomical museum is large and well arranged. On Chestnut St., corner of 12th, is Bailey's jewelry store, in an imposing marble building; and beyond 11th St. is the head-quarters of the powerful religious society called the American Sunday School Union, which was founded in 1817 and has a wide-spread and beneficent influence. Near the corner of 13th St. is the * **U. S. Mint,** with a marble front 122 ft. long, and a fine portico supported by 6 Ionic columns. It is open to visitors from 9 A. M. to 12 M. daily.

The U. S. Mint was founded at Philadelphia in 1792, since which it has coined over $800,000,000. The base coins are all made here from Minnesota copper and Penn. nickel; and the gold which is used here comes mostly from Montana and Nova Scotia (the California and Oregon gold is used at the San Francisco Branch Mint). The present building was erected in 1833, and is visited by 30,000 persons annually. As soon as a party of 6–8 persons collects in the vestibule, they are led into the coining-rooms by an attendant, who describes the various processes and points out the powerful and delicate machinery which is used in making money. The * *numismatic cabinets* in the 2d story are of great interest. On the l. of the entrance are cases containing Oriental and Barbary-States coins, including those of the 18 Moslem Caliphs from Othman to Ibrahim. In the first cabinet are also complete collections of the currency of Austria, Spain, Portugal, and S. America (the latter are in the flat cases in the centre). On the sides of the room are rare ores and minerals, gold, silver, copper, aluminum, nickel, asbestos, etc., bright crystals, and barbaric ornaments from the Gold Coast. On the E. side are Japanese coins of the square and round issues, and a line of alloyed gold in graduated proportions. Between the first and second cabinets are Persian, Bactrian, and Greek Republican coins, from 300 to 700 B. C. (on the l.); also a set of Byzantines from 395 to 1448 A. D. In the cabinet under the dome are the moneys of the Greek monarchies (back to the 8th century, B. C.), the early Roman Republic, and the Roman Empire from 222 to 475 A. D.; also the latest issues of France, Great Britain, and the German and Italian states. In the centre is a case containing thousands of American coins from the early colonial era to the last issues, including the 25c. and $50 gold pieces. In the passage to the third cabinet are the coinages from Cæsar to Trajan, Hadrian, and Elagabalus, near which is a coin issued from the Philadelphia Mint over 2,000 years ago (in Asia Minor). The third cabinet contains national medals and tokens, and the semicircular case at the E. end is filled with the rarest and most curious coins of all times and nations.

Opposite the mint is the symmetrical white-granite building of the Presbyterian Board of Publication. The street next crosses the stately avenue called Broad St. and passes the Colonnade Hotel, beyond which long lines of private residences extend to the Schuylkill River.

18th St. leads N. to **Logan Square**, a quiet park of 7 acres, on whose S. side is *Wills' Hospital*, a neat classic building where patients are treated for diseases of the eye. At the corner of Race and 20th Sts. is the *Penn. Institution for the Blind*, a spacious four-story building 150 ft. long, where blind children are given an academic education, particular attention being paid to music, which is very successfully taught. On the E. side of Logan Square is the * **Cathedral of St. Peter and St. Paul**, an imposing example of Roman-Corinthian architecture which was built between 1846 and 1864. The façade is renowned for its massive power and symmetry, and consists of a classic pediment upheld by 4 lofty Corinthian columns, flanked by pilastered wings. The building is of red sandstone, 216 ft. long, and is crowned by a dome 210 ft. high. The interior is cruciform, and is adorned with frescos; and the great altar-painting is one of the most brilliant works of Brumidi. N. W. of Logan Square is the imposing building of the *Preston Retreat* (between Hamilton, Spring Garden, 20th and 21st Sts.), which was founded by Dr. Preston as a lying-in hospital, but is now occupied by the Foster Home for poor children. ¼ M. N. is the Penitentiary, beyond which are the House of Refuge and Girard College (see page 277).

Rittenhouse Square is a short distance S. of Chestnut St. (by 18th St.), and is surrounded by fine residences, the most noticeable of which is that of the late Joseph Harrison, Jr. (on the E. side). A short distance to the E. (corner of Locust and 13th Sts.) are the halls and library of the widely celebrated *College of Physicians* (founded in 1787), and at the corner of 9th St. is the Phila. University of Medicine and Surgery. On Locust St., near 16th, is * **St. Mark's Church** (Episcopal), a noble Gothic building of red sandstone, with high clerestory and pointed roof and a tall spire.

The marble building of the *Reform Club* is passed above 15th St., and beyond 23d St. Chestnut St. crosses the Schuylkill River on the finest iron * bridge in America (built 1861–66, at a cost of $ 500,000), and traverses the quiet and picturesque residence quarter of W. Philadelphia. Beyond the Bridge the Junction R. R. is crossed, not far from the station for N. Y. and the W. Costly and elegant villas are now seen on either hand, and especially to the S., on Walnut St.

The * **University of Pennsylvania** is situated near the intersection of Darby Ave. and 36th Sts. (W. Phila.), and has fine buildings of green serpentine, in collegiate Gothic architecture, whose dim halls are lighted by memorial windows of stained glass. The building occupied by the collegiate and scientific departments has 260 ft. frontage, and is adorned with towers and turrets. Back of this is the hospital, and to the W. is the handsome building of the medical college. The university park covers

6 acres, and adjoins the Almshouse grounds. The museum is worthy of a visit, and the apparatus of the scientific department is of the most delicate and costly kind.

This institution was formed in 1791 by the union of the College of Phila. (founded in 1749) and an older academy, which dated from 1744 and was made a college in 1755. The medical college was founded before the Revolution by the eminent physicians, Wm. Shippen and John Morgan, and now has a European reputation, and is one of the leading medical schools in the country. The university is divided into departments of arts, science, medicine, and law, and has over 30 professors and 7–800 students. The present buildings were erected in 1870–74, and are used for lectures, class-rooms, museums, etc., and the students board in the city. Previous to 1872 the University was located on 9th St., near Chestnut.

Just S. of the University is the **Phila. Almshouse** (entrance at 36th St.), with 4 3-story buildings, forming a hollow square each of whose sides is 500 ft. long. The main front is adorned with a fine Tuscan portico, supported by 6 columns, and large hospitals and insane wards are in the vicinity. The Almshouse grounds cover 187 acres, and slope down to the Schuylkill River opposite Gray's Ferry. To the S. E., and across the river, is the * **U. S. Naval Asylum** (Pine St. horse-cars), on the Gray's Ferry Road, near South St., an imposing marble building 380 ft. long, whose central section is entered by a fine Ionic portico, supported by 8 columns. The official residences and ancient trophy cannon which are seen on the spacious and cultivated park are worthy of notice. There are 140 disabled veterans here, supported in comfort by the nation, and furnished with abundant tobacco-money. S. E. of the Naval Asylum is the *U. S. Arsenal,* devoted to making shoes, equipments, and clothing for the army. Beyond this point are the Harrison Boiler Works, the Gray's Ferry Chemical Works, and other manufactories. In this vicinity is the fine viaduct of the Junction R. R., and the South St. Bridge crosses the Schuylkill above the Asylum.

Woodland Cemetery is S. W. of the University, and fronts on the Schuylkill near Gray's Ferry. The portal is a lofty pile of granite, supported by 4 Doric columns, and a curving road leads to the fine old mansion which hence overlooks the river. The * Drexel mausoleum is the finest in the country, and is massively built of white marble in chaste classic architecture. The Moore monument is worthy of note, and is adorned with statuary. A tall obelisk has been erected to the memory of Com. Charles Steward, U. S. N., and an exquisite little monument covers the remains of Lieut. Greble of the U. S. Artillery, who was one of the first to fall in the Secession War. *Darby Ave.* runs S. W. from Woodland to the vicinity of the Mount Moriah Cemetery, which has pleasant scenery along Cobb's (or Rinkermink) Creek. The Episcopal Divinity School is situated in the old Allibone mansion (corner of Walnut and 39th Sts.). The **Penn. Hospital for the Insane** is still farther out in W. Phila. (reached by Market St. cars), and consists of 2 large buildings,

430 ft. long, situated in finely adorned grounds covering 113 acres. The Hospital accommodates 500 patients, and is skilfully conducted. Here is kept Benjamin West's great picture of * "Christ healing the Sick." Visitors are admitted every day except Saturday and Sunday (tickets at the *Ledger* office). A little over ½ M. N. W. of the Hospital is the *Cathedral Cemetery*, containing 43 acres, and used by the Roman Catholics. Near this point is St. John's Orphan Asylum, and to the N. W. is Hestonville station, on the Penn. R. R.

Broad St. is one of the chief thoroughfares of the city, and is 15 M. long and 113 ft. wide, maintaining a course of undeviating straightness. It begins on the S. at *League Island*, a low tract at the confluence of the Schuylkill and Delaware Rivers, which was given by the city to the United States, by whom it has been fitted for a first-class naval station. About 3 M. N. of the island the street reaches the **Baltimore Depot,** and the superb new Ridgway Library (which cost $1,500,000). At the corner of Pine St. is seen the *Penn. Deaf and Dumb Institution*, which was founded in 1821, and accommodates 150 students. It has a substantial granite building 235 ft. long, and is patronized by the States of Md., N. J., and Del. At the corner of Spruce St. is the fine green serpentine building of the * *Beth-Eden Baptist Church*, beyond which is the **Horticultural Hall,** famous for its annual floral shows. Just N. is the spacious Palladian building of the * **Academy of Music,** whose magnificent auditorium seats 2,900 persons, and is the largest opera-house in America. Beyond the Academy is the **Union League** house, a costly Renaissance building with rich interior decorations, paintings, statuary, etc. It is the seat of the Union League, which was formed in 1862 to aid the national government during the Secession War. The League raised 10 regiments of soldiers, circulated 2,600,000 Union documents, and carried the State for the Republican party. It now has over 1,800 members. An introduction from a member entitles a stranger to the privileges of the building for one month.

Beyond the La Pierre House Broad St. crosses Chestnut St. and passes (by two classic-fronted Presbyterian churches) to *Penn Square*, on which the immense and imposing building of the * *City Hall* is being erected. This edifice is of white marble, 470 × 486½ ft. in area, and covers 4½ acres. It will be six years in construction, and will cost over $10,000,000. There will be 520 fire-proof rooms connected by four elevators (one in each corner) and six broad stairways. The building will be crowned by a massive tower and dome over 300 ft. high, surmounted by a statue of William Penn; and many-columned pavilions break the continuity of each front. The façades toward the inner court-yard (which is 200 ft. square) are adorned with mediæval turrets.

Here Broad St. is intersected by *Market St.*, the main thoroughfare of the wholesale trade and heavy transportation. To the r., near 12th St., are the freight-depots of the Penn. R. R., and also the great buildings of the Farmers' Market. To the l., on Market St., is the *Polytechnic College* (W. of 17th St.), a prosperous scientific institution with 5 technical schools. On the W. of Penn. Square is the *School of Design* for women, intended for the teaching of mechanical drawing; and one square W. (corner of Filbert and 16th St.) is the *State Arsenal*, containing also the Soldiers' and Sailors' Home, with its library. To the E. (Filbert St. below 12th) is the Homœopathic Medical College, and the College of Pharmacy (the first in the U. S.) is near 7th St.

The new * **Masonic Temple** is on Penn Square (corner of Broad and Filbert Sts.), and is an imposing structure of granite, in pure Norman architecture. It was completed in 1873, and is of wonderful solidity and strength. The main tower is 250 ft. high, and is adorned with quaint turrets of unequal altitude, and the Temple façade is a bold and stately piece of architecture, with round-arched windows and a massive flanking tower. The * Porch is of Quincy granite, and is enriched with all the resources of the Norman style, in zigzag, billet, and chevron ornaments, and heavy round columns. The Temple cost $ 1,300,000.

The *Main Hall* is a vestibule 250 ft. long, paved with colored marble, and constructed in Doric architecture. The *Grand Banqueting Hall* is 105 × 50 ft. in area, and is adorned by Corinthian colonnades. The *Oriental Hall* is on the first floor, and is a brilliant example of Saracenic architecture, frescoed in arabesque designs. The *Corinthian Hall* (105 × 51 ft.) is occupied by the Grand Lodge, and is constructed in the rich Corinthian style, with furniture of walnut and cedar and blue velvet. The *Grand Chapter Hall* (90 × 50 ft., 50 ft. high) is in Italian Renaissance architecture, with inlaid furniture and rich symbolisms, the chief of which is the Veils of the Temple (containing 1,200 yards of French satin). The *Egyptian Hall* is of marvellous solidity, and is surrounded by 12 elephantine columns, whose capitals are copies of those found in the temples of the Nile. The panels are enriched with Egyptian emblems (the cobra, lotus, etc.), and the furniture is of gilded ebony covered with black and gold tapestry. The *Ionic Hall* is chaste and graceful, surrounded by 24 columns, and furnished with inlaid woods covered with blue and gold tapestry. The Norman Hall, the great Gothic chamber of the Asylum of the Commanderies, the Red Cross Chamber (with its guarded tents), the Library, and the Regalia Room are all worthy of inspection.

Adjoining the Temple is the graceful cruciform white marble Arch-St. M. E. Church (costing $ 250,000), purely Gothic, with a spire 233 ft. high. The Lutheran Church of the Holy Communion is opposite, and is of green serpentine, in florid Gothic style, with great stained-glass windows, a sumptuous altar, and a massive and imposing tower. Opposite St. John's is the plain and spacious brown-stone First Baptist Church (Dr. G. D. Boardman), with a spire 225 ft. high. At the corner of Cherry St. is the florid Academy of the Fine Arts (costing $ 400,000), with Gothic windows and terra-cotta ornaments. Here are rich art-collections, marbles, casts, and lecture-rooms, with painting and sculpture.

The * **Pennsylvania Academy of the Fine Arts** (entrance, 25c.) is at the corner of Broad and Cherry Sts., and was dedicated in April, 1876, having cost $ 400,000. The building is 260 × 100 ft. in area, and is built of brick and stone, in florid Byzantine architecture, profusely adorned with colored tiles. Over the main portal is a colossal marble statue of Ceres, brought from Greece by Com. Patterson. The entrance-hall is brilliantly ornamented, and contains 30 pillars of polished marble. The rooms on the lower story are devoted to gratuitous art-education, with lecture and modelling rooms, studios, and casts. The second story is in three longitudinal sections, of which that on the r. is reserved for the great annual exhibitions. The central corridor is devoted to statuary, and contains *W. W. Story's* Jerusalem ("How doth the city sit solitary that was full of people; how is she become as a widow"); *Lombardi's* Deborah; Spring, by *E. D. Palmer;* Hero and Leander, by *Steinhauser;* Penelope, by *Rinaldini;* and others. In a broad central expansion is the immense group of the Battle of the Centaurs and Lapithæ, by *Lough.*

The *Gilpin Gallery* is in the N. W. part of the building, and contains 6 marble statues copied from the antique, and copies of paintings by Domenichino, Raphael, Murillo, Titian, Salvator Rosa, Andrea del Sarto, Guido, Claude, and Correggio. The remainder of the pictures belonging to the Academy are in the S. galleries. They vary widely in merit, and have recently suffered from injudicious cleaning and restoration. The *Benjamin West Gallery* contains Paul and Silas, and also * Death on the Pale Horse, famous works of West. The other galleries on the S. contain numerous pictures, and are named in honor of the early American painters, — Washington Allston, Charles R. Leslie, Gilbert Stuart, Thomas Sully, and John Neagle.

The *Phillips Collection* of prints was bequeathed to the Academy by Mr. John S. Phillips, who has spent thirty years in gathering, classifying, and properly arranging it. There are about 50,000 pictures by 2,000 different engravers, many of them being very rare and valuable. The *painters' etchings* are of especial interest to artists and students. This collection is superior to the Tosti and Gray Collections of Boston and Cambridge.

The * **Academy of Natural Sciences** has a new fire-proof building at the corner of 19th and Race Sts., fronting on Logan Square. It is constructed of green serpentine and Ohio stone, in Collegiate Gothic architecture, and is spacious and well-arranged, containing studios, reading-rooms, laboratories, and a library of over 25,000 volumes. Agassiz said of this museum that it was one of the finest anatomical, physical, and natural-science collections in the world.

It contains over 250,000 specimens, — among which are Dr. Morton's collection of crania, 1,200 in number; Mexican and Peruvian human and animal mummies; 270 skeletons; 31,000 birds, of all classes and climes (the largest ornithological

museum in the world); 1,170 varieties of fishes; 900 mammals; 800 reptiles; 70,000 varieties of plants; 25,000 of insects; 5,000 of minerals; and 65,000 of fossils. The collection of shells contains over 100,000 specimens, and is only excelled by that in the British Museum. All these great collections are arranged in orderly sequence and in a convenient manner for the student. The Academy was founded in 1812, and remained at the corner of Broad and Sansom Sts. from 1842 until 1876. It is open to the people on Tuesday and Friday afternoons (fee, 10c.).

The * **Young Men's Christian Association Building** is at the corner of Chestnut and 15th Sts., opposite the Colonnade Hotel, and is a large and imposing structure of Ohio sandstone, trimmed with rose-crystal marble. The architecture is modified Venetian, massively treated, and the general effect is bold and striking. The area of the building is 72 × 230 ft., four stories high, with a tower 153 ft. high. It contains a library, reading-room, chapel, and other halls, to which young men are welcomed. The society was formed in 1854, and occupied this building in the summer of 1876.

The **Baptist Publication House** is on Chestnut St., near Broad St., and is 46 × 230 ft. in area, of chaste and dignified semi-classic architecture, the material being unpolished white marble.

The **Alhambra Palace** has been built by the Kiralfys, at a cost of $450,000, for a summer theatre. It is on Broad St., near Locust, and has a picturesque iron front, in Saracenic architecture, richly painted and adorned. Adjacent is a concert-garden 600 ft. square, ornamented with statuary, cascades, and grottos.

The Colosseum adjoins the Alhambra, and was formerly in New York City. It is a cylindrical iron building 129 ft. in diameter and 160 feet high, with a steam elevator ascending the central tower, whence a broad view is gained. The building contains the cyclorama of Paris by moonlight, covering 40,000 square feet of canvas, and shown as in a bird's-eye view from near the Place de la Concorde. The effect is highly realistic and very beautiful.

The * **Ridgway-Library** building is at the corner of Broad and Christian Sts., and is now externally completed. The grounds cover an entire square, in whose centre on a terrace stands the building, resembling an Athenian temple. The area is 220 × 105 ft., and the cost has been $1,500,000. The material is light-colored granite, and the front is composed of a central portico, with a classic pediment upheld by 8 Doric columns (30 ft. high), flanked by wings (reading-rooms), each of which has a portico supported by 4 columns. The main library-hall is cruciform, with 24 Ionic columns of polished marble. The mausoleum of Dr. Rush is opposite the main entrance; and in the colonnaded Memorial Room are his personal effects.

Dr. James Rush died in 1869, leaving an immense fortune for the construction of this building, which was to be named *Ridgway* from his wife's maiden name. If the Philadelphia Library Company will accept the restrictions in his will, the structure will be appropriated to their use; otherwise a new free library will be opened here.

Spring Garden St. is a wide avenue, with a parked centre, which intersects Broad St. Between Callowhill and Spring Garden Sts. (l. side) are the Baldwin Locomotive Works, the largest in the world (employing 3,000 men); and the vicinity of the Reading R. R. track is filled with iron-works and factories, chief among which are the Norris Locomotive Works, Sellers' Machine-Tool Works, and the great machine-shops of W. B. Bement & Son. The terminal station of the Phila. & Reading R. R. is at the corner of Broad and Callowhill Sts. At the corner of Broad and Green Sts. is the *Central High School*, opposite a fine Norman Church (Presbyterian). The next building is the Jewish * *Synagogue Rodef Shalom*, a quaint and imposing structure, exemplifying the richness of Saracenic architecture. The front portal is especially striking, and rests on massive polished columns. At the corner of Green and 18th Sts. is the new and attractive Norman building of the Central Congregational Church.

At the corner of Broad St. and Fairmount Ave. Ridge Ave. turns N. W., running to Laurel Hill. Fine city mansions are now seen on either side, and attractive churches, the best of which is the *Church of the Incarnation* (corner of Jefferson St.), built of granite in Gothic architecture. At the corner of Columbia Ave. and 13th St. is the Wagner Free Institute of Science. Broad St., between Fairmount and Columbia Aves., is a favorite place for driving; and beyond the Avenue Broad St. runs N. through rural districts, soon passing the *Monumental Cemetery*, a crowded burying-ground which was founded in 1837, and was designed to be "the American Père la Chaise." In the centre is a tall granite obelisk, in honor of Washington and Lafayette.

Fairmount Ave. leads from Broad St. to the **Eastern Penitentiary** (near 21st St.), a castellated structure, where nearly 400 convicts from the E. counties are guarded, on the separate system. The prison consists of 7 cell-lined halls, radiating from a central corridor which commands a view through each of them, and is situated on a tract of 11 acres, surrounded by a massive wall 30 ft. high. It cost $ 600,000, and was finished in 1829. Fairmount Ave. passes to Fairmount Park in 4 squares, and Corinthian Ave. runs N. to Girard College, near which (Poplar and 23d Sts.) is the *House of Refuge*, a great pile of buildings used for the detention and reclamation of young criminals and vagrants. E. of this point is a reservoir which contains 37,500,000 gallons of water, and supplies 4 wards of the city.

Girard College is about 2 M. N. W. of Independence Hall (by Ridge-Ave. cars), and occupies 42 acres of high land, surrounded by a grim wall of masonry. The * * central building is probably the grandest existing specimen of the Corinthian temple-architecture, and presents an imposing front on every side. It is of white Penn. and Mass. marble, 218 × 160 ft.

in area, and 97 ft. high, and is of remarkable massiveness and solidity. The cella (169 × 111 ft.) is surrounded by a broad marble platform from which rise lofty fluted columns, surrounding the building and upholding a graceful cornice and pediment. The columns are 34 in number (8 at each end and 11 at each side), each of which is composed of 12 pieces (6 ft. in diameter), weighs 103 tons, and cost $13,000. The capitals show all the richness of the Corinthian order; and the platforms are approached by lines of marble steps which surround the building. The spacious halls at the N. and S. ends are paved with marble, and rest over strong-arched crypts. They are supported by lines of Ionic and Corinthian columns and antæ; and the cornices over the main portals are made of single blocks of marble, each of which is 25 ft. long. Inside the S. entrance (facing Corinthian Ave.) is a quaint statue of Stephen Girard, beneath which his remains are buried. The grand stairways lead off to r. and l., and are massively built in geometric style. They lead to the class-rooms and museums of the college on the floors above. The library (5–6,000 volumes) is to the r. of the statue; and on the upper floor is a museum of the antique personal effects of Mr. Girard. Still farther up, by a narrow and sinuous stairway, is the roof, a vast plain of marble joined with nicest skill and supported on brick arches. This fine piece of masonry weighs 906 tons. A broad view of Phila. is afforded from the roof, including the Penitentiary, the hills of Fairmount, the numerous spires of the churches, and glimpses of the Delaware. W. of this building is a * monument to the men of the college who fell in the Secession War, — consisting of a statue of a soldier, standing on a lofty inscribed pedestal, and sheltered by a classic canopy which bears the State and national arms and is supported by 4 fluted Doric columns. On either side are plain marble buildings which are used for dormitories, refectories, and professors' residences. Extensive grounds are reserved for the sports of the students.

Stephen Girard, "mariner and merchant," was born at Bordeaux in 1750, and became a common sailor in 1764. In 1773 he was a sea-captain; and in 1777 settled in Phila. as a merchant. He died in 1831, leaving $7,500,000, of which he gave $300,000 to the State, $116,000 to various charities, and $500,000 to the city, besides vast amounts left in trust for the municipal police and other improvements. He left $2,000,000 and 45 acres of land for the endowment of a college for poor white male children without fathers and between 6 and 10 years of age. Such children are supported here for 8 years and are instructed from the alphabet up to the grade of high-school studies. He forbade the entrance of clergymen to the college-grounds under any pretext, and this prohibition is still enforced. Permits to visit the college should be obtained at the hotels or of one of the Directors. There are now over 500 students in the institution, with 20 teachers. Thomas U. Walter was the architect of the college buildings.

The *Female Medical College* of Penn. is on N. College Ave., at the corner of 22d Street., and is the first medical school ever established for women.

The old Navy Yard was in the S. E. part of Phila., but nearly all its *material* has been removed to the new **U. S. Navy Yard** at League Island, 7 M. S. of Chestnut St., where there are vast workshops, barracks, arsenals, artillery-parks, and costly dry-docks, with iron-clads and frigates moored in the stream. At the old yard the line-of-battle ship *Pennsylvania* was launched in 1837, in the presence of 100,000 people. She carried 140 cannon, and her mainmast was 250 ft. high. At one of the piers is the frigate *Constitution*, the most renowned vessel of the American Navy. During the War of 1812 she captured the *Java*, the *Guerrière*, the *Macedonian*, and other fine British frigates, and was ever victorious. Of late years she has been used as a school-ship for midshipmen at Newport and Annapolis, and is widely known under the *soubriquet* of "Old Ironsides." Just above the Navy Yard is the quaint **Old Swedes' Church** (reached by 2d and 3d St. cars), fronting on Otsego St. near Christian St. This venerable structure was built in 1700 on the site of the fortified log-church of 1677, and was attended by the Swedes who occupied Phila. before Penn and the Quakers arrived. In its mossy old graveyard is the tomb of Alexander Wilson, the great ornithologist, who travelled all over the continent getting materials for his work on American birds, which appeared in 9 volumes (1808 – 13). *Wharton St.* leads W. from the Navy Yard to the **Moyamensing Prison** (of Phila. County), an imposing building of Quincy granite, with several towers and long lines of battlements. The old *Debtors' Prison* is to the N., and is a red sandstone building in Egyptian architecture. A few squares N. E. (Catherine St., near 7th) is the *House of Industry*, a cluster of charitable offices in the poorest part of the Moyamensing district.

Below the Navy Yard are the extensive terminal wharves of the Penn. R. R., delivering freight on the margin of deep water. Above the Navy Yard are other crowded railroad-wharves. At the foot of Almond St. is the lofty building of the *Franklin Sugar Refinery*, and the busy river-front extends N. by numerous wharves, passing the great oyster-depots at the foot of Spruce St., and the fruit-sheds at Dock St. Near the foot of Green St. the river bends to the N. E., and Beach St. passes the great lumber-wharves at the foot of Coates and Poplar Sts., and approaches the network of tracks (occupying 1 M. of river-front at Richmond) where the Reading R. R. reaches tide-water and discharges millions of tons of coal yearly, freighting large fleets of coasting-schooners and propellers. The Kensington district is also famed for its ship-yards, where are made the largest iron-steamers, for ocean service. At the corner of Front and Laurel Sts. are the *Keystone Saw Works*, covering 8 acres, employing 900 men, and making 5 tons of edge-tools daily. On the r. side of Beach St., N. of Columbia St. (reached by 2d and 3d St. cars), is the monument which occupies the place of the **Old Treaty Elm**, under whose branches

William Penn made with the Indian chiefs the famous treaty of fraternal love, "the only one ever made without an oath, and the only one never broken." In the N. part of Kensington (at the corner of Front and Huntington Sts.) is the * imposing pile of new buildings in Norman architecture which contains the Hospital of the Episcopal Church in Phila., where patients are admitted without regard to creed or color. Hourly horse-cars run from Richmond to Bridesburg and Frankford.

* Fairmount Park.

This noble garden of the people lies along the banks of the Schuylkill River and the Wissahickon Creek, in the N. W. part of the city proper. It was opened (with 70 acres area) in 1856, since which large sums have been spent in adornment and in enlarging the bounds, until now it is the largest city park in the world. Fairmount covers 2,991 acres; the Vienna Prater, 2,500; Richmond Hill, 2,468; the Bois de Boulogne, 2,158; Hampton Court, 1,872; Windsor Great Park, 1,800; Phœnix (Dublin), 1,752; Central (New York), 862; Druid Hill (Baltimore), 700; Prospect (Brooklyn), 630.

Fairmount is reached by the 9th St. horse-cars from the Continental Hotel in 30 min.; also by the Arch St. line, the Vine St. line, and others. The Ridge Ave. cars run to the upper end of the Park, and visitors can reach this point from any part of the city by means of transfer-tickets on the horse-cars. The Reading R. R. sends trains to Fairmount, Columbia Bridge, and Belmont; the Norristown R. R. stops at Wissahickon and Chestnut Hill, and the Penn. R. R. stations of Mantua and Hestonville are near the S. border. *Park-carriages* traverse the most interesting districts, starting from the Fairmount entrance (50c. for the round trip in the E. or W. Park; $1.50 for 1 person per hour, and 25c. for each additional person). *Small steamers* run on the river from the water-works to Rockland, Belmont, Laurel Hill, and the Schuylkill Falls (16 trips daily; fare, up and back, 25c.). *Batteaux* may be hired cheaply for trips on the water, — for the Schuylkill near the carriage-stand at Fairmount; for the Wissahickon, at Wissahickon Hall or Maple Spring. **Distances.** — Fairmount to the Girard Avenue Bridge, 1 M.; Lansdowne, 2½; George's Hill, 3½; Belmont, 3½; Mt. Prospect, 4½–6; the Falls (River Road), 4½; the Falls (George's Hill), 6½; the Wissahickon, by the E. Bank, 4 (by George's Hill, 7½; by the River Road, 5½); Fairmount, by the E. Bank to Maple Spring, 5½ M.; the Pipe Bridge, 8½; Indian Rock, 9¾; Chestnut Hill, 11½.

The graceful mystery of skating is much practised on the Schuylkill during winter, under protection of the Phila. Skating Club. The summer regattas of the Schuylkill Navy are worthy of notice, and the Music-days draw great multitudes to the Park. (The Editor recommends C. S. Keyser's "Fairmount Park" as the best guide-book and souvenir of this great *rus in urbe*.)

Fairmount Park includes 2,991 acres along the Schuylkill River, extending up the stream for 7 M.; and 450 acres along the Wissahickon for 6 M. The Schuylkill (from the Dutch *Sculk*, hidden, and *Kill*, creek, so named on account of its half-concealed efflux into the Delaware) has an average width of ¼ M., with high and picturesque banks. The main entrance to the Park passes a terraced hill, which was named *Faire-Mount* nearly 2 centuries ago. It now contains the 4 reservoirs (covering 6 acres and 12 ft. deep) of the city water-works, with a capacity of about 27,000,000 gallons. The Schuylkill water is collected behind a dam 1,600 ft. long, and is forced up into the reservoirs by a powerful system of works, which are operated by water-wheels. Philadelphia has been supplied with this water for 75 years, and it is said to be purer than the waters which are used in New York and London. The fouling of the

Schuylkill by the erection of factories along its banks has now been prevented by the city's right of eminent domain throughout the Park, and the remaining mills on the Wissahickon will be removed at the expiration of a few years. The reservoir is surrounded by a broad gravelled walk, and commands a pleasant view, including the lower portion of the Park, the white temple of Girard College, and the dense lines of the city streets. The *Wire Bridge* crosses the Schuylkill near this point, and between Fairmount and the river are some indifferent pieces of statuary, and the old engine-houses of the water-works. Just N. of the reservoirs is a small fire-proof building containing a fine public art-gallery.

The chief attraction is the immense picture, *The Battle of Gettysburg, painted by *Rothermel* ("the American Rubens") at the order of the State of Penn. This has been called the finest battle-piece of ancient or modern times, and is remarkable also for its historic accuracy. Near by are 4 smaller paintings by the same master, representing episodes in the battle, — the Charge of the Penn. Reserves at Little Round Top, the Death of Reynolds, the Repulse of the Louisiana Tigers, and the Repulse of the Maryland Brigade from Culp's Hill. At the opposite end of the hall is Benjamin West's great painting, *Christ Rejected by the Jewish People. Among the other pictures are portraits of Longfellow and Holmes; the Holy Family; a View of Ancient Fairmount; several pictures of dogs and game; Marine View, *Moran;* the Duke of Guelder's Cruelty to his Father, *Wittkamp;* Jephtha's Daughter; Death of Sir Philip Sidney; Patrick Henry addressing the House of Burgesses, *Rothermel;* *Christian Martyrs in the Coliseum, *Rothermel;* and a great allegorical painting of the New Republic, by *Pauwels.*

Beyond this point the road leads out on an open plaza which is adorned with a colossal bronze *statue (in a sitting posture) of Abraham Lincoln, designed by Randolph Rogers, and cast at Munich. It is on a tall granite pedestal, on which are inscribed some of the immortal words of the martyr-president. On the river-front, above the steamboat landing, are the graceful boat-houses of the *Schuylkill Navy,* an ancient rowing association composed of 10 clubs, with 4–500 members and nearly 70 boats (valued at $100,000). This is the most complete and best organized society of the kind in the world, and has exciting regattas during the summer. The *Mineral Spring* is N. of the Plaza, and is covered by a neat pavilion. The waters are chalybeate, and many visitors drink of them during the summer. Beyond the Plaza the road ascends the slopes of **Lemon Hill,** which is crowned by a fine old mansion (now used as a restaurant) situated among stately trees.

Robert Morris, the Patriot Financier and the right arm of Washington, lived in his mansion on Lemon Hill from 1776 to 1798. He was a member of Congress and a signer of the Declaration of Independence, and often replenished the empty treasury of the army at critical moments by pledging his personal credit. He paid off the murmuring army before the victory at Trenton, and raised $1,400,000 to equip the forces on their way to the final campaign of Yorktown. He was U. S. Senator, 1789–95, and declined the secretaryship of the treasury; but became involved in vast land speculations, wrecked his fortune, and in his 65th year was put in prison for debt. There he remained for 4 years, and died 4 years after his release. His estate, "The Hills," was bought by Henry Pratt, who laid out beautiful gardens and named it Lemon Hill. It was acquired by the city in 1837.

The road passes on to the bluffs of *Sedgeley*, which look across the Schuylkill to the groves of The Solitude. On this hill are the remains of a fort which was built during the Secession War for the defence of the city (while the rebels were marching through Penn.). Near this point is the small wooden cottage which was used as Grant's head-quarters at City Point, Va. The road now descends to the stately Girard Avenue Bridge, above which is seen the massive stone viaduct of the Connecting Railroad (traversed by through trains from New York for the West or South). Near this point are the Egyptian buildings of the *Schuylkill Water-Works*, whose capacity is 23,000,000 gallons a day (supplying 5 wards of the city from a reservoir 124 ft. high, containing 9,800,000 gallons). Crossing the bridge, and turning to the l., the visitor reaches *Egglesfield*, where in 1732 was located the club-house of the merry fishing-club called "The Colonie in Schuylkill" (now "The State in Schuylkill," and located near Gray's Ferry). Beyond this is **Tho Solitude**, a villa which was built in 1785 by John Penn, the poet (and grandson of William Penn). This estate was bought by the city a few years since, and was the last remnant owned by the Penn family of that great State which once was theirs. Near these grounds is seen the lofty stand-pipe of the W. Philadelphia water-works, which is 130 ft. high, and is surrounded by a circular stairway. It is now used as a public observatory.

The * **Zoölogical Gardens** are near the Girard Avenue Bridge, and contain a large invoice of animals from the Rocky Mts. and Western America, including moose, black-tailed deer, elk, wolves, grizzlies, brown, black, and cinnamon bears, catamounts, golden eagles, cross and silver foxes, etc. There are also buffalo, beaver, American lions, and panthers; and a large assortment of European animals are to be added in due time. The *Lansdowne Road* passes to the N. under the massive arches of the railway viaduct, and enters the old *Sweet Brier* estate, which is now fitted up for the Children's Play-Ground.

Samuel Breck was born in Boston, July 17, 1771, and was educated at the French Royal Military College of Sorèze (in Languedoc). He built the Sweet Brier mansion, and lived here for 38 years, engaged in public life and the cultivation of his model estate. While a child he had heard the cannonade at Bunker Hill, and at a later day he stood before Washington in Phila. In 1861 he welcomed President Lincoln to the city, and he died in the darkest hour of the Secession War (Sept. 1, 1862), his last words being "What of — my country?"

Beyond Sweet Brier the pleasant road reaches a rustic bridge over the *Lansdowne Ravine*, commanding a beautiful view up the river. Still farther on the road reaches the cluster of venerable pine-trees at the *Lansdowne Concourse*.

On the hill near by stood the mansion of **Lansdowne,** until its destruction by fire, July 4, 1854. It was a stately house built by John Penn, "the American Penn," Governor of the province 1763–71 and 1773–75; but the Penns were hostile to the cause of American Independence, and their public estate was confiscated by Congress, being "the largest one ever sequestered in civil war." The

family claimed $5,000,000 compensation from the British government, and received an annuity of $20,000, besides a gift of $650,000 dollars from the State of Penn. Lansdowne was inhabited for a time by ex-king Joseph Bonaparte, and was afterwards owned by Lord Ashburton.

The road now passes the Michaux grove of oaks, and ascends to the concourse on **George's Hill,** whence is obtained a charming * view of the Park, the river, and the city, over which are the white colonnades of Girard College. This ancestral estate (83 acres) was presented to the city by Jesse and Rebecca George, two venerable Friends. The grounds extending S. E. from George's Hill nearly to Sweet Brier were used for the **U. S. Centennial Exposition** of 1876.

Between Lansdowne and George's Hill the road passes a bronze group representing wolves quarrelling over the body of a deer, and Stauch's bronze statue of Night is on George's Hill, near the pavilion. Lofty observatories have been erected on Lemon Hill (225 ft. high), George's Hill (250 ft.), and at Belmont, whence noble views are gained over the Park and city. The first two cost $150,000. Visitors are carried to their tops by steam elevators (fee, 25c.).

A road runs N. E. from George's Hill by the Belmont Reservoir (35,800,000 gallons) to the **Belmont Mansion** (* *Proskauer's Restaurant*), which was erected in 1745, and was often visited by Washington, Lafayette, Franklin, Morris, Jefferson, Adams, Luzerne, Talleyrand, Louis Philippe, Joseph Bonaparte, and many other distinguished men. The proprietor, Judge Richard Peters, was an eminent jurist, author, and patriot, and was Secretary of War from 1776 to 1781. The * view from this mansion is one of the noblest in the Park. The road now passes the *Belmont Glen,* a picturesque ravine on the W. side (leading to the Belmont station of the P. & R. R. R.). Just S. W. of the station is *Tom Moore's Cottage,* where the poet of love dwelt and wrote some beautiful poems, among which was the one beginning, —

"Alone by the Schuylkill a wanderer roved,
And dear were the flowery banks to his eye."

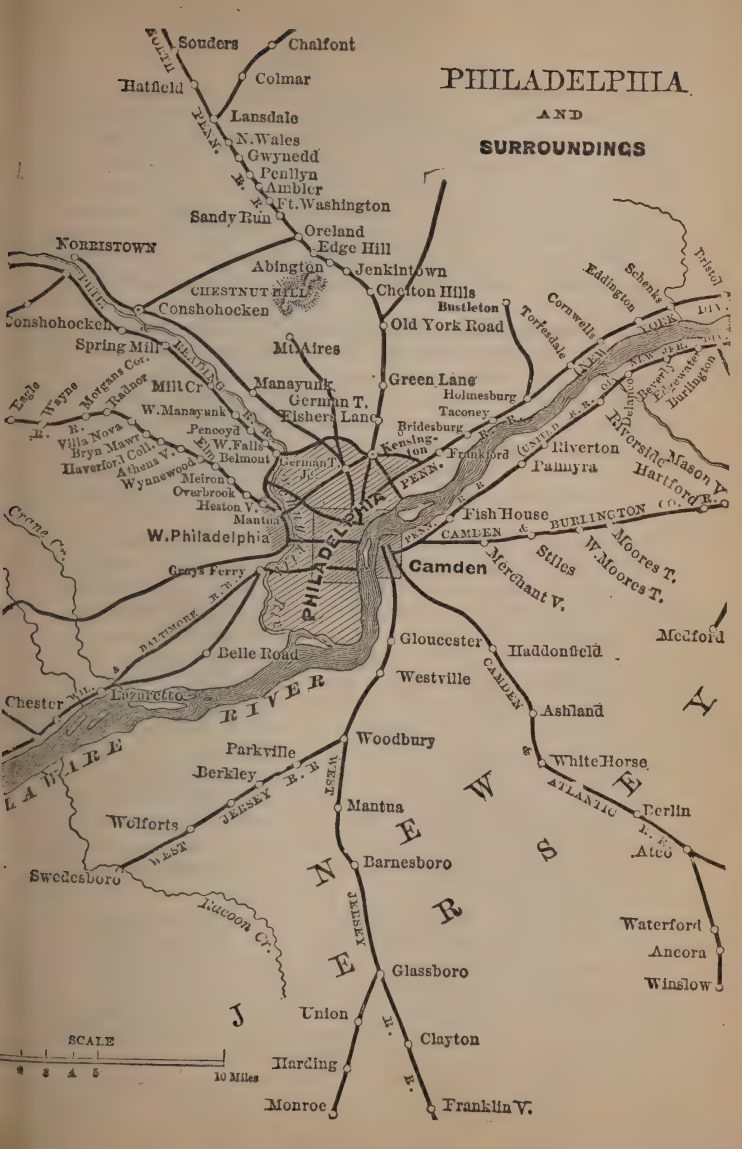
The *River Road* runs thence N. E. 1 M. to the Falls Bridge, passing the Schuylkill viaduct of the Reading R. R. The road on the heights traverses Ridgeland beyond Belmont, then passes the Mt. Prospect mansion and the lake and concourse of *Chamouni,* and reaches the **Falls Bridge.**

The road on the E. bank beyond the Girard Avenue Bridge passes through a broad tunnel under *Promontory Point,* and crosses the ravine below Fountain Green. This shore is higher and bolder than that on the W., and has preserved more of its natural form. The *Mount Pleasant Mansion* is near the Columbia Bridge, and is a stately old colonial house dating from 1761. It was bought by Benedict Arnold in 1779, and was confiscated after his treason. General Steuben then occupied the estate.

The road now passes the Rockland mansion and the old estates of Belleville (steamboat landing), Ormiston, Edgeley, and *Woodford.* The latter mansion was built in 1742. Beyond Strawberry Hill the road lies close to the river, with Laurel Hill Cemetery on the r., and soon reaches the *Falls of Schuylkill*, a busy factory-village amid picturesque surroundings, with several old hotels which are famous for their "catfish and coffee." The Ridge Road now approaches *Barren Hill,* whence Lafayette made a masterly retreat, with 2,200 men, from the midst of heavy converging British columns. Part of the Battle of Germantown was fought on this line.

The * **Wissahickon** is a romantic stream which here diverges to the N. and is enclosed within the Park for 7 M. Its banks are high, rugged, and well wooded; and a pleasant road follows the up course of the descending waters, and passes several sequestered inns which furnish "catfish and coffee, wines and ices." Beyond the *Maple Spring* a lane leads to the Hermit's Well, above which is a sharp rock 200 ft. high, known as the *Lover's Leap.* ½ M. above the Log-Cabin are the cascades at the mouth of Paper-Mill Run, near which is the house where David Rittenhouse, the great astronomer, was born (in 1732). ½ M. beyond the Red Bridge is the lofty palisade called *Mom Rinkle's Rock,* in memory of an ancient tradition of its occupation by a weird woman who "drank dew from acorn-cups, and had the evil eye." ¼ M. beyond, high over a sharp bend in the road, is a venerable stone building called **The Monastery,** where, over a century ago, a band of German mystics came in, and watched and waited, with dim, quaint, religious rites, until they passed into the silent land. The road now passes the Caves; and a short distance beyond the *Pipe Bridge* is seen, with 2 20-inch mains conducting water to Germantown. Across the bridge above the Pipe Bridge a pathway leads to the dark basin on Cresheim Creek called the *Devil's Pool.* The road soon opens out to *Valley Green*, with its favorite hotel; and ½ M. beyond it passes a marble fountain basin. 1 M. from Valley Green the lofty *Indian Rock* is seen on the E. towering over a deep and solemn gorge. In this vicinity lingered the last Indian band in this region. 1 M. beyond this point the road ascends to the villas of **Chestnut Hill,** beyond the Park.

* **Laurel Hill Cemetery** adjoins the upper part of Fairmount Park, and may be reached by the Ridge Ave. horse-cars. It is one of the most spacious and beautiful cemeteries in the country, and is especially interesting from its fine views over the Schuylkill, and from the diversified character of its undulating surface. The entrance is of brown-stone, in Doric architecture, and is supported by 8 columns. Near this portal is a group in sandstone, executed by Thom, and representing Old Mortality with his pony, and Sir Walter Scott.


PHILADELPHIA
AND
SURROUNDINGS
Souders
Chalfont
Hatfield
Colmar
Lansdale
N. Wales
Gwynedd
Penllyn
Ambler
Ft. Washington
Sandy Run
Oreland
Edge Hill
NORRISTOWN
Abington
Jenkintown
Chestnut Hill
Cheltn Hills
Conshohocken
Old York Road
Bustleton
Spring Mill
Mt Aires
Mill Cr
Manayunk
Green Lane
Holmesburg
Eagle
Wayne
Morgans Cor.
Radnor
W. Manayunk
German T.
Fishers Lane
Taconey
Villa Nova
Bryn Mawr
Haverford Coll.
Athens V.
Wynnewood
Pencoyd
W. Falls
Belmont
German T.
Bridesburg
Kensington
Frankford
Riverton
Palmyra
Riverside
Mason V.
Hartford R.
Meiron
Overbrook
Heston V.
Mantua
Fish House
Camden
Gray's Ferry
W. Philadelphia
Moores T.
Stiles
Merchant V.
Belle Road
Gloucester
Haddonfield
Medford
Westville
Chester
Lazaretto
Ashland
Parkville
Woodbury
Berkley
White Horse
Mantua
Wolforts
Berlin
Atco
Swedesboro
Barnesboro
Waterford
Ancora
Winslow
Glassboro
Union
Clayton
Harding
Monroe
Franklin V.
SCALE
10 Miles
PHILA.
READING
PENN.
CHESTNUT HILL
NEWTOWN
Torresdale
Cornwells
Eddington
Schenks
Bristol
LEHIGH
NEW JERSEY
Delaware
Beverly
Burlington
Crums Cr.
BALTIMORE
CAMDEN & BURLINGTON CO.
CAMDEN & ATLANTIC
WEST JERSEY
JERSEY
Tuccon Cr.
DELAWARE RIVER
NEW JERSEY

To the r. is the chapel, a plain Gothic building, near which is the grave of Gen. Hugh Mercer, who fell at Princeton (see page 261). Under the bluffs (110 ft. high) which here line the river-bank, is the vault of Dr. Kane, the Arctic explorer, and also the tall monolithic obelisk over the remains of Charles Thomson, Secretary of Congress from 1774 to 1789, "the Sam Adams of Phila., the life of the cause of liberty." Among the eminent men buried here are Com. Isaac Hull, captor of the *Guerrière* (under a monument resembling that of Scipio, upon which an eagle keeps guard); Hassler, the director of the U. S. Coast Survey; Com. Alex. Murray, of the Mexican and Secession Wars; Thomas Godfrey, the inventor of the quadrangle; Judge Robert T. Conrad, the author; Gen. Patterson; Admiral Lavallette, of the Mexican War; Joseph S. Lewis, the projector of the Fairmount Water-Works; Joseph C. Neal, the humorist (author of "Charcoal Sketches"); and Dr. R. M. Bird, the novelist. The new monument to Miss Bailey, constructed of polished Scotch granite, is worthy of attention; also the recently erected bronze memorial statues, in the lower part of the grounds. The trees of Laurel Hill are justly celebrated, and include several fine cedars of Lebanon. The mausoleum of Louis A. Godey is a massive structure of white marble, in Egyptian architecture.

Near Laurel Hill, and on the W. bank of the Schuylkill, is *West Laurel Hill*, a new cemetery, containing 110 acres. The *Mt. Vernon Cemetery* is near Laurel Hill, on Ridge Ave., and has a stately pyramidal mausoleum adorned with groups of symbolic statues. *Glenwood Cemetery* contains 21 acres, and is on Ridge Ave., near Islington Lane, which leads N. E. to the spacious *Odd Fellows' Cemetery* (32 acres).

Germantown may be visited either by horse-cars (passing through the German village of Nicetown), or by the railroad from the corner of 9th and Green Sts. It is 6 M. N. of Chestnut St., and forms the 22d Ward of the city. Along Germantown Ave. are several ancient colonial houses, with the small mercantile stores of the suburb. This is one of the most beautiful residence-quarters in America, and has long quiet streets lined with fine villas and pretty churches. Among the older buildings are shown *Chew's House* (where the American army was checked), *Washington's Head-quarters* (on Market Square), and the ancient *Button-Ball Tree Tavern*. This village was settled in 1684 by Germans from Cresheim, on 5,700 acres of land, which Pastorius bought of William Penn at a shilling an acre. Rittenhouse St. leads down from the main avenue into the quiet recesses of the Wissahickon Valley, near Mom Rinkle's Rock; and Germantown Ave. and the Railroad run N. W. by *Mount Airy* to the pleasant and wealthy village of **Chestnut Hill**, a favorite place of residence for city merchants, and situated near the end of Fairmount Park.

The *Battle of Germantown* was fought Oct. 4, 1777. After Gen. Howe had flanked Washington and captured Phila., his main division encamped at Germantown, where it was attacked by surprise about daylight, and was thrown into great confusion. Line after line gave way before the impetuous rush of the Americans, and for a time it seemed that the British army would be destroyed. But Col. Musgrave and 5 companies of the 40th took refuge in Chew's large stone house, and effectually checked the victorious army. The house was cannonaded without effect, and meanwhile the retreating troops had been rallied and reinforced, and attacked the Continentals, who were enveloped in a dense fog, and were repulsed in detail. Washington now commanded a retreat, after 2½ hours of fighting, in which he had lost over 1,000 men. The British loss was 535. The Americans then went into camp on the heights beyond Whitemarsh, 6 M. from Mount Airy, and 5 weeks later retired to Valley Forge, 19 M. beyond.

At *Holmesburg* is the new House of Correction, a vast pile of stone buildings (with 8 extensive wings), containing 2,000 cells, and estimated to cost $1,000,000. *Bridesburg* is the seat of great cotton-mills, which were occupied during the Secession War for the manufacture of arms. A short distance from this point is the **Frankford Arsenal,** a military post of the U. S. (visitors admitted during daylight). There are 62½ acres of grounds, on which are long lines of cannon-balls, with a few pieces of brass artillery. This arsenal is devoted to the manufacture of fixed ammunition for the U. S. army ; and one of the buildings can turn out 1,000,000 cartridges a day. All the ammunition for the national armies is made here; and during a great part of the Secession War work never ceased here, being carried on by alternating gangs of men through Sundays and holidays and night and day. N. W. of Frankford is the stately building of the *Friends' Lunatic Asylum,* near the banks of Tacony Creek.

Camden (*W. Jersey Hotel*) is a city of New Jersey, opposite Phila., from which it is separated by the Delaware River. It is situated on a level plain, and has several new streets occupied by the residences of Phila. merchants. There are 26,000 inhabitants, with 17 churches and 3 newspapers. There are 4 steam-ferries to Phila.; and a bridge is projected, — to be 120 ft. above the river and to cost $2,000,000. Besides being the terminus of several railroads, Camden is enriched by large manufactures, especially those of iron, glass, and chemicals. There are extensive ship-yards here; and Esterbrook & Co.'s steel-pen manufactory is the largest of the kind in the U. S. The rural districts near the city are occupied by fruit and vegetable gardens, which supply Phila. with market-produce. In the W. part of the city are the county buildings, near which are 2 soldiers' monuments. W. of the Court House is a fine Catholic church ; and a pleasant residence-quarter extends to the N. Camden is a city of the 19th century, at whose beginning there were here only a few fishermen's cabins and a farm-house. In 1830 the population was 1,987; in 1870 it was 20,045 ; and in 1874 (estimated), 26,000. *Windmill Island* is in the Delaware River, opposite Camden, and was in ancient times joined to the N. J. shore. It was formerly used as a place of execution for pirates ; and in 1837 a canal was cut through for the passage of vessels.

Just below Phila., and near League Island, is **Fort Mifflin** (46 guns), opposite which is *Red Bank* (in N. J.), where may be seen the remains of old Fort Mercer, the Whitehall mansion (built in 1748), and the graves of many soldiers and of the Count Donop. In the N. outworks, near the river, is a marble monument, erected in honor of the victory won here.

In the fall of 1777, after the British occupation of Phila., Gen. Howe determined to open the communication with the sea by capturing the American works which then commanded the river. Fort Mercer was garrisoned by the 1st and 2d R. I. regiments, under Lt.-Col. Greene ; Fort Mifflin (on Mud Island) was held by the

Maryland line; and a small fleet defended the *chevaux de frise* in the river. The American works at Billingsport were carried by storm, and the hostile fleet and army advanced against Red Bank. Count Donop erected a battery near Fort Mercer, and sent the summons: "The King of England orders his rebellious subjects to lay down their arms; and they are warned that, if they stand the battle, no quarters whatever will be given." The intrepid Greene sent back reply: "We ask no quarters, nor will we give any." After a sharp cannonade, 1,200 picked Hessians advanced to storm the works, and had reached the moat when a scathing fire of grape-shot and musketry was opened upon them, and forced them to give way. A second Hessian division at the same time attacked the fort on the S., and its bravest leaders reached the summit of the parapet, but were there cut down, and the remaining assailants were put to flight. The American artillery was directed by the French engineer, Chevalier Manduit, and did terrible execution. The garrison lost 38 men; and the Hessians lost 400, including their chief, Count Donop, who was extricated from a heap of dead soldiers, and soon died, saying, "It is finishing a noble career early, but I die the victim of my ambition and of the avarice of my sovereign." Meantime the British frigates had approached Fort Mercer, but were beaten off by the American gun-boats. The next morning a determined naval attack was made, and was as fiercely met. The frigate *Augusta*, of 64 guns, was set on fire by a hot shot, and soon blew up; and the *Merlin*, 18, speedily met the same fate. The remainder of the hostile fleet dropped down the river in great haste, badly shattered by the guns of the forts and of Com. Hazlewood's flotilla. In November the British erected a line of heavy batteries near Fort Mifflin, and brought up a fleet carrying 358 guns, with which a continuous bombardment was carried on for 6 days and nights. On the 15th, the *Iris, Somerset, Fury, Vigilant, Roebuck*, and other frigates, anchored where their yard-arms almost overhung the fort; and, with the land-batteires, opened a terrific fire upon the crumbling ramparts. With marvellous heroism the 300 Marylanders in the works kept up a steady fire, until every gun was dismounted, 250 of their number were killed or wounded, and the palisades and parapets were levelled with the earth. 1,000 shot and shell were hurled into Fort Mifflin within a few hours; and at midnight the few survivors of the garrison fled from the corpse-strewn ruins to Fort Mercer. Cornwallis soon advanced against the latter work, and it was evacuated by the handful of troops who remained. Of the 47 small vessels of the American fleet, 17 were burnt at Gloucester, and the remainder crept by Phila. at night and reached the upper Delaware. Thus closed what may perhaps be considered the most heroic and Spartan-like defence in the annals of America.

39. Philadelphia to New York.

By the Camden & Amboy R. R. (pertaining to the Penn. R. R.) to S. Amboy, and thence by steamboat to N. Y. Some trains on this line reach N. Y. by way of Trenton, Monmouth Junction, or Perth Amboy, and thence on Route 37.

Stations. — Philadelphia; Camden, 1 M.; Fish House, 5; Palmyra, 8½; Riverton, 9; Riverside, 12½; Delanco, 13; Beverly, 15½; Edgewater, 16; Burlington, 18½; Stevens, 18½; Florence, 23; Kinkora, 25; White Hill, 27; Bordentown, 28 (Trenton, 34); Yardville, 31; Newtown, 34½; Windsor, 37½; Hightstown, 41; Cranberry, 44; Prospect Plains, 46; Jamesburg, 48½ (Dayton, 52; Monmouth Junction, 54); Spottswood, 52; Old Bridge, 54½; S. Amboy, 62; New York, 93.

The passenger leaves the foot of Market St. and crosses by ferry-boat to the Amboy station in Camden, whence the train passes out through the city, and runs N. E. by several suburban stations. Crossing the Rancocas Creek, the train passes *Delanco*, and stops at **Beverly** (*Washington House*), a recent and populous village, with 5 churches and a U. S. Hospital. 4 M. beyond this point the train reaches **Burlington** (*Burlington House; Washington; Belden*), a river city of 5,817 inhabitants, with 9 churches, and broad straight streets. Fronting on the river are the buildings of *Burlington College* (founded by the Episcopalians in

1846) and *St. Mary's Hall.* The Delaware is 1 M. wide at this point, and on the opposite shore is the Penn. hamlet of *Bristol.* Burlington is the seat of large preserving establishments, and has a branch R. R. to Mt. Holly (7 M.), and daily steamboats to Philadelphia (19 M.). The city was founded by Quakers in 1667, and was bombarded by British gunboats in 1776 and 1778. The train now runs N. E. by *Kinkora* (whence a branch line diverges to New Lisbon) to **Bordentown** (*Bordentown House; American*), a city of over 6,000 inhabitants, with 8 churches, a female college, and the N. J. Collegiate Institute. It is the seat of several large foundries and machine-shops, and has the terminal basins of the Delaware and Raritan Canal. The railroad passes below the level of the streets, which are on a plain elevated 65 ft. above the Delaware. Many Philadelphians seek summer rest here, attracted by the neatness of the city and its pleasant environs.

Bordentown was settled at an early date by Joseph Borden, and was plundered in 1778 by a British naval expedition from Phila. In 1816 it was chosen as a home by the ex-king Joseph Bonaparte, and here he lived for 26 years, occupying a mansion in a broad and spacious park.

The train runs over Crosswicks Creek, and passes Yardville, Newtown, and Windsor, beyond which the Pembertown & Hightstown R. R. comes in from the S., and *Hightstown* (locally famous for its classical schools) is entered.

A branch R. R. runs N. W. from **Jamesburg** to *Monmouth Junction*, on the N. Y. Div. of the Penn. R. R. The Freehold & Jamesburg R. R. runs S. E. to the ocean in 33 M. (3 hours). Stations, Lower Jamesburg, Manalapan, and **Freehold** (*American House; Washington*), the capital of Monmouth County, — a pleasant village with 4,231 inhabitants, 3 academies, and 5 churches. The *Battle of Monmouth* was fought on June 28, 1778, near the village of Freehold. Sir Henry Clinton was retreating from Phila. to N. Y., and was closely followed by the American army. His choice troops were disposed in the rear-guard, and the baggage was hurried on in advance. Early on the hot, dry morning of June 28, the American vanguard, under Lee, Lafayette, and Wayne, assailed the royalist forces, and, for a time, gained decided advantages; but Lee ordered an unaccountable retreat, which resulted in a panic-struck flight, through which the hostile grenadiers rushed cheering. When the routed vanguard reached the main army, Washington gave Lee a stinging rebuke, and drew up the forces in order of battle. The troops of the van were again put to flight, and the enemy attacked the centre and right wing of the army. The grenadiers charged in beautiful order, but their commander and officers were picked off by Wayne's riflemen, and Knox's batteries kept up a continuous fire with great precision. The British then fell back rapidly, pursued by the Continentals, and encamped on the heights. Every preparation was made to renew the action on the following morning, but during the night the enemy retreated noiselessly and escaped. The Americans lost 228 men, and the British lost about 300. Lee was court-martialled and suspended from the service (after challenging Washington to a duel) for his very equivocal conduct in the early part of the battle.

Beyond Freehold the branch line runs S. E. across a thinly settled region of pine-plains (of sinister fame during the Revolutionary era as sheltering bands of desperate banditti). At *Farmingdale* the N. J. Southern R. R. is crossed, and the slow-moving train passes on to the old marine hamlet of *Squan* and the ocean-viewing beach of *Sea Girt*, — a quiet summer resort, with several boarding-houses. A few M. S. is the secluded seashore retreat of *Point Pleasant*, in the pine-lands 2 M. from Barnegat Bay. A road leads N. near the sea, and, crossing the shallow estuary of Shark River, passes on to Ocean Grove and Long Branch.

The New York train runs N. E. from Jamesburg over partially denuded pine-plains and through a dreary and sparsely populated country to the South River, which is crossed at Herbertsville. **South Amboy** is situated on Raritan Bay, at the mouth of the Raritan River, which separates it from Perth Amboy (see page 257), and here the traveller enters a steamboat which passes by Staten Island and up the Bay of New York to Pier 1, N. R. The latter portion of the route is very interesting and picturesque (see page 45).

40. New York to Long Branch and the Delaware Bay.

By the N. J. Southern R. R. To Long Branch in 2 hrs. ; to Philadelphia (fare, $2.25) in 5½ hrs. ; to Bay Side in 7½ hrs.

Stations. — New York ; Sandy Hook Pier, (about) 20 M. ; Highlands, 25 ; Seabright, 27 ; Atlantieville, 30 ; Long Branch, 31 ; Branchport, 33 ; Oceanport, 34 ; Eatontown Junction, 36 (branch to Port Monmouth, 40) ; Shark River, 42 ; Farmingdale, 46 ; Squankum, 47 ; Bricksburg, 53 ; White's Bridge, 57 ; Ridgeway, 59 ; Manchester, 61 ; Whiting's, 67 (branch to Pemberton Junction and Philadelphia) ; Woodmansie, 74 ; Shamong, 79 ; Atsion, 91 (branch to Atco) ; Cranberry Park, 93 ; Winslow Junction, 99 ; Cedar Lake, 105 ; Landisville, 110 ; Vineland, 115 ; Rosenhayn, 121 ; Bridgeton, 127 ; Bowentown, 130 ; Greenwich, 134 ; Bay Side, 137.

Spacious and elegant steamboats leave Pier 8, North River, and pass down the Bay of New York, affording pleasant views of the great cities along the shores, the heights and villages of Staten Island, and the forts which guard the Narrows. Below the Lower Bay the Highlands of Navesink are approached ; and crossing Sandy Hook Bay the steamer reaches the N. terminus of the N. J. Southern R. R. At the N. end of Sandy Hook are 2 beacons and a powerful light, near the new fortifications which are designed to command the main ship-channel. The train now runs S. along the long and narrow peninsula, with the ocean on the l. and the Highlands on the r., beyond the broad estuaries of the Navesink and Shrewsbury Rivers. Passing the fishing hamlet of Seabright, the line reaches

Long Branch.

Hotels. — * Ocean Hotel (Lelands'), occupying ten acres and accommodating 1,000 guests, at $ 5 a day ; the * West End, very fashionable, and a favorite of statesmen and diplomats, is at the S. part of the beach ($ 5 a day) ; the * Mansion House is close to the sea, surrounded with piazzas, accommodates 500 guests, and charges $ 4 a day ; the * Howland is a favorite resort of Philadelphians, and has rooms for 500 guests ; the * United States is S. of the Mansion House, and can take 500 boarders ; the Pavilion (400 guests) has pleasant lawns. The East-End Hotel is partly devoted to excursionists ; the Sans Souci is on the European plan ; the Central (with restaurant) is well situated ; and the Clarendon is small, but good. * Iauch's is famous for its restaurant, the Delmonico's of Long Branch. There are several smaller hotels, and board may be secured in private families for $ 10 – 18 a week.

Long Branch, "the summer capital of the Republic," occupies a bold and wave-washed strand which was formerly the resort of fishermen and wreckers. Within the past decade it has attained a foremost position among the American summer resorts ; immense hotels have arisen upon the shore, and costly private cottages have been built along the broad

avenues. The President and other eminent men occupy summer homes here; and brilliant companies of fashionable people frequent the hotels. The rapid growth of Long Branch is partly due to its proximity to N. Y. and Phila., and partly to its fine beach. The hotels are situated on the Bluff, a broad plateau 20 ft. above the sea, of which it commands a grand view. Bathing is usually done near the time of high tide, when white flags are hoisted on the hotels, and boats are stationed outside the surf-line to assist persons who get into too deep water. Before 6 o'clock, A. M., gentlemen are allowed to bathe without costume. The quaint and brilliant dresses of the bathers during the regular hours form a pleasant spectacle, and the surf is then dotted with groups of enthusiastic people. A bath-house containing 100 rooms has been built for those who cannot meet the shock of the waves, and warm salt-water baths are given here. There is a fine drive S. from the Ocean Hotel for 2 M. along the bluffs, whence another drive-way leads through Hollywood Park to old Long Branch, Oceanport, and Red Bank (10 M.). Another macadamized road leads to Atlanticville, Seabright, and the Highlands (8 M.). **Monmouth Park** is 3 M. from Long Branch, and is one of the most famous race-courses in America. It cost $250,000, and covers 127½ acres. The races begin about July 3, and include heats, dashes, steeple-chases, and hurdle-races. **Pleasure Bay** (*N. Y. Hotel; Price's*) is 3 M. from the Branch, on the Shrewsbury River, and is famous for oysters and crabs. Yachts and small boats may be hired here for fishing or sailing on the broad river. The old hamlet of Long Branch is 2 M. from the shore; Red Bank is 8 M. distant; and Eatontown is 5 M. W. *Oceanport* (Dunbarton House) is 4 M. N. W. of the Branch, and is near the far-viewing summits of Wolf and Dunbarton Hills. The Tinton Falls, Rumson Neck, Branch Port, and other points along the Shrewsbury River are much visited by way of pleasant roads. **Deal** (* *Hathaway's Hotel; Allen's*) is an old village on the shore 5 M. S. of Long Branch; below which are the great Methodist resorts known as *Ocean Grove* and *Asbury Park*, containing several hundred cottages (and, in the season, great numbers of tents). In this vicinity are the Sunset, Fletcher, and Asbury Lakes. Farther S. is *Shark River*, a favorite objective point for excursions from the Branch, and famed for oysters and crabs.

Red Bank (* *Globe Hotel; West-End; Union*) is a village of over 3,000 inhabitants, with 5 churches and 3 academies, and is prettily situated on the Shrewsbury River, which is here ¾ M. wide. It is a favorite port for yachtsmen and other pleasure-seekers; and artists frequent the vicinity for the sake of the pleasant marine views. Shell-fish are found in great variety and abundance, and large oyster-beds are located in the Shrewsbury River. Steamboats run from New York to Red Bank daily

(according to the tide) in 3½ hrs. (fare 50c.); and stages leave for the neighboring villages. Red Bank is 1¼ hrs. from N. Y., by rail.

The **Highlands of Navesink** (* *Atlantic Hotel; Schenck's*, — $3 a day) are bold hills between the Navesink River and Sandy Hook Bay. They are rugged and picturesque in their outlines, and are diversified by fine reaches of woodlands. *Mount Mitchell* is the highest summit, and reaches an altitude of 282 ft., whence broad ocean-views are gained. Far up on the heights are 2 lighthouses, of which that to the S. is 248 ft. above the sea, and has one of the most powerful Fresnel lights on the coast. This range is usually the first land seen on approaching New York, and is also the last in sight for departing vessels. It is said that the name "Neversink" was applied to these hills by impatient sailors eastward bound and held on the coast by adverse winds. The fishing and bathing in this vicinity, together with the pleasant rambles and broad views, have made it a favorite summer resort. The steamers from New York to Red Bank touch at this dock daily.

Leaving Long Branch the train runs W. by Branchport and Oceanport to *Eatontown Junction*, whence a branch diverges by the village of Red Bank to *Port Monmouth*, 10 M. N., on Sandy Hook Bay. From Eatontown the main line runs S. W. by *Shark River* (stages to Squan Beach), *Farmingdale* (crossing of the Freehold & Jamesburg R. R., see page 288), and *Squankum*, to *Bricksburg* (Talmadge House), a large village on the Metedeconk River. A road to the E. leads to *Island Beach*, a narrow strip of sand over 20 M. long, between Barnegat Bay and the sea. There are two small hotels far down on this beach. The line now traverses a level country to **Manchester** (*Manchester House*), where the R. R. workshops are located.

Tom's River (* *Ocean House; Magnolia*) is a quiet summer resort 7 M. from Manchester by a branch R. R. It has 1,200 inhabitants, and is the capital of Ocean County. The chief industries are the coasting-trade and the cranberry culture, and the vicinity is much visited in autumn by sportsmen in quest of wild ducks and other aquatic fowl. The village is 5 M. from the ocean, and the air is cool and salubrious. Near the outer strand of Barnegat Beach is a small hamlet with an inn which is much resorted to by gunners. The defences of Tom's River were carried by storm in March, 1782, and the village was destroyed. The *Tom's River R. R.* runs S. from this point for 13 M. over the moors which border Barnegat Bay, and joins the Tuckerton R. R. at Barnegat Junction.

The *Tuckerton R. R.* diverges from the N. J. Southern R. R. at *Whiting's*, and runs S. E. through a flat, sandy, and thinly populated country to Barnegat, whence it follows the marshy shores of the salt-water estuaries to **Tuckerton,** a small maritime hamlet near the sea. The Carlton House is visited in summer, and the fishing (weak and blue fish) in the vicinity furnishes an exciting sport. On the adjacent Long Beach (Bond's Long Beach House, and others) many aquatic birds are shot during the autumn. This town was founded by Eben Tucker, and formerly exported large quantities of sassafras, which was much valued in Europe during the last century. Many privateers resorted to this point during the Revolution, and brought in valuable prizes from time to time. A British naval expedition of 10 vessels and 700 soldiers captured the place, together with 30 vessels in the harbor,

burnt the villages adjacent, and exterminated the advanced guard of Pulaski's Legion, which was hastening to the relief. The sloop-of-war *Zebra* grounded while passing out of the harbor, and was destroyed by fire.

The main line passes S. from Manchester to *Whiting's*, whence a track runs due W. 18 M. to Pemberton Junction, where connections are made with the Penn. R. R. for Philadelphia. The Vineland Division passes S. W. from Whiting's by the petty stations of Ferrago, Wheatland, Woodmansie, Shamong, Harris, Hampton, and Atsion, whence a branch R. R. runs to Atco. About Atsion the capacious town of Fruitland has been laid out, in a locality which is thought to be adapted to the cranberry culture. Of the 254,000 bushels of cranberries raised in the U. S. in 1871, this State furnished 150,000, — and the 3 coast counties raised 130,000 bushels. This branch of farming is very profitable, as the cranberries bring $3.50 – $4 a bushel. To the S. is *Batsto*, whose iron-works were employed throughout the Revolution in making shot and shell for the Continental army from the bog-iron ore which abounds hereabouts. At *Edgepelick*, 3 M. N. of Atsion, the Indians of N. J. made their last sojourn. Brainerd converted the tribe, and resided here with them; but the community went West about the year 1800.

Running S. W. from Atsion the line passes N. Hammonton and intersects the Camden & Atlantic R. R. (Route 42) at *Winslow Junction*. Stations, Winslow (Hays' glass-works Cedar Lake, Landisville, Wheat Road, and **Vineland** (see Route 43), where the W. Jersey R. R. is intersected. Crossing the Maurice River the train runs W. by Bradway, Rosenhayn, and Woodruff's to **Bridgeton** (*Bridgeton Hotel*), a city of 8,000 inhabitants, with 13 churches, 3 papers, and 4 seminaries. It is situated on the Cohansey River (over which there are 3 bridges), and has a line of steamers to Philadelphia. There are here 46 factories, with an aggregate capital of $1,313,000 (rolling-mill, foundry, nails, glass, woollens). The Cumberland County buildings, the Cohansey, W. Jersey, and S. Jersey Academies, are all on the W. of the creek.

The *Bridgeton & Port Norris R. R.* runs 20 M. S. E. to Port Norris. It follows the Cohansey to Fairton, and then runs S. to *Cedarville*, in the centre of the town of Fairfield, which was settled by men of Fairfield, Conn., in 1697. On the S. are the broad salt-marshes which border on Delaware Bay. Stations, Newport (N. of Bear Swamp), Dividing Creek, Mauricetown (2–3 M. W. of the hamlet), and **Port Norris,** near the mouth of the Maurice River. This town was settled by the Swedes (1637–54), and the river derives its name from the fact that one of their ships, the *Prince Maurice*, was attacked and burnt by the Indians above Mauricetown.

The main line runs S. W. from Bridgeton, by the stations of Bowentown, Sheppard's Mills, and Greenwich, to **Bay Side,** its S. terminus, on Delaware Bay. A railroad ferry is projected from this point to Bombay Hook, in the State of Delaware.

The last 4 stations are in the town of Greenwich, whose Indian remains show that a large aboriginal population occupied this region. It was settled about

1630 by New-Englanders and others. After the "Boston tea-party," the East India Company sent the ship *Greyhound* up the Cohansey to Greenwich with a cargo of tea. On the night of Nov. 22, 1774, 40 citizens disguised as Indians took the tea from the storehouse, and, piling the chests in an adjacent field, destroyed the whole cargo by fire. Civil suits were brought against these bold patriots, but were dropped after the battles around Boston.

41. Philadelphia to Long Branch and New York.

By the Camden & Burlington County R. R., and the N. J. Southern R. R. From Philadelphia to Long Branch, 79 M.; to New York, 110 M. (fare, $2.25).

Stations. — Philadelphia; Camden, 1; Merchantville, 6; Stiles', 8; W. Moorestown, 10; E. Moorestown, 11; Hartford, 14; Masonville, 15; Haincsport, 18; Mt. Holly, 19; Smithville, 22; Ewansville, 23; Birmingham, 24; N. J. Southern Junction, 25; Pemberton, 26; New Lisbon, 29; Hanover, 35; Whiting's, 43; Manchester, 49; Bricksburg, 57; Farmingdale, 64; Shark River, 68; Eatontown Junction, 74; Eatontown, 75; Oceanport, 76; Branchport, 77; Long Branch, 79; Seabright, 83; Highlands, 85; Sandy Hook Pier, 90; New York, 110.

The train diverges from the Camden & Amboy line at the Junction, and runs E. by the large village of *Moorestown* and several minor hamlets. 19 M. from Philadelphia it reaches **Mount Holly** (2 inns), the capital of Burlington County, on the Rancocas Creek. It has 4,000 inhabitants, and is surrounded by a fruitful country. To the N. is the hill from which the place is named. It is 200 ft. high, and overlooks a wide extent of the W. Jersey plains.

Mt. Holly was settled by the Friends, and was garrisoned during part of the Revolution by British troops, one of whose officers afterwards became King William IV. of England. At a later day many of the French refugees from St. Domingo were domiciled here, and Stephen Girard peddled cigars and raisins. John Woolman, the Apostle of the Friends, was born here in 1720, and spent an active life in works of beneficence. He made many religious journeys through the Jerseys, and lived in a style of stern simplicity. At that early day he denounced African slavery, deprecated sectarianism, and strove for purity of life and sweetness of culture.

The *Medford Branch* runs S. 6¼ M. from Mt. Holly, by *Lumberton*, to *Medford*; and the B. & Mt. H. R. R. runs N. W. 7 M. to **Burlington** (see page 288).

The N. Y. train runs E. from Mt. Holly to *Ewansville* (whence a branch R. R. diverges to Vincentown, 3 M. S.) and Pemberton Junction. The Pemberton & Hightstown R. R. diverges here to the N. E., and passes *Lewistown* (crossing of Kinkora Branch R. R.), Wrightstown, New Egypt, Homerstown, Imlaystown, and Hightstown (on the Camden & Amboy R. R., 26 M. from Pemberton). From New Lisbon, 4 M. E. of Pemberton Junction, a branch line runs N. W., through Lewistown, Juliustown, Jobstown, and Columbus, to *Kinkora*, on the Delaware River and Camden & Amboy R. R. The train now passes across desolate pine-plains, poor and sparsely populated, to **Whiting's**, on the N. J. Southern R. R., 18 M. from Pemberton. From Whiting's to Long Branch and New York, see Route 40 (reversed).

42. Philadelphia to Atlantic City.

By the Camden & Atlantic R. R. in 2–3 hrs., traversing the level sandy plains of Lower New Jersey, and passing through a thinly settled but eligible country which is now being developed.

Stations. — Philadelphia; Cooper's Point (Camden), 1 M.; Haddonfield, 8; Ashland, 11; White Horse, 13; Berlin, 18; Atco, 20 (branch to Atsion, on the N. J. Southern R. R.); Waterford, 24; Ancora, 25; Winslow, 28 (crossing of the N. J. Southern R. R.); Hammonton, 31; Da Costa, 33; Elwood, 35; Egg Harbor, 42 (branch to May's Landing, 49); Pomona, 48; Absecom, 53; Atlantic City, 60.

Passengers leave the foot of Vine St., Phila., by a ferry-boat which crosses the Delaware to the R. R. station at *Cooper's Point*, in Camden. The train runs obliquely across Camden, and thence over level plains to *Haddonfield* (2 inns), a pleasant village where many Philadelphians pass the summer. It was settled by the Friends before 1690, and was named after an eminent preacher of that sect. The Continental Congress remained several weeks here, and the place was afterwards occupied by British troops. A large proportion of the present population belongs to the Friends, and that sect has 2 churches here. The train now passes the rural stations of Ashland, White Horse, and Berlin, and reaches *Atco*, a small glass-working hamlet. Branch lines diverge hence to *Williamstown* (9 M. S. W.), and to *Atsion*, on the N. J. Southern R. R. Stations, Waterford, Ancora, *Winslow Junction* (crossing of the N. J. Southern R. R.), and *Hammonton* (Hammonton House), a fruit-producing village settled by New-Englanders in 1860, and situated on the old pine-plains of Atlantic County. This is one of the numerous "cities on paper" of S. New Jersey, and imaginary streets are laid out for many miles on each side. Da Costa, Elwood, and Egg Harbor City (*New York Hotel*) are next passed, and are the sites of projected cities, with parks, avenues, and squares laid out on the long reaches of level sand. A German colony has recently settled at Egg Harbor, whence a branch R. R. runs S. W. 7 M. to *May's Landing* (American Hotel), the county-seat. This village was founded in 1710, and is at the head of navigation on the Great Egg Harbor River. The train on the main line passes Pomona and reaches *Absecom* (Absecom House; Franklin), whence stages run S. W., by the borders of vast salt-marshes, to Leed's Point and Somers' Point, on Great Egg Harbor Bay. Beyond Absecom the train passes out on the marshes between Absecom Bay and Lake's Bay, and after running 7 M., and crossing 2 narrow straits, it enters

Atlantic City.

Hotels. — *United States, between Del., Md., Atlantic, and Pacific Aves., accommodating 700 guests; *Congress Hall, N. W. corner of Mass. and Pacific Aves.; *Surf House, between R. I. and Vt. Aves. The prices at these large hotels are $2.50–3.50 a day. The Chalfont, Clarendon, Tremont, Light-House, St. Charles, and other houses are less expensive; and there are numerous large

boarding-houses, charging $10–20 a week. Another new and palatial hotel is nearly completed, and will be opened in the summer.

Railroads.—The Camden & Atlantic, to Phila. in 59 M. (5 trains daily in summer); to New York in 126 M., by the Camden & Atlantic to Winslow, and thence by the N. J. Southern R. R. (Route 40).

Atlantic City was settled in 1818, and became a city in 1854. It has over 1,000 inhabitants, with 5 churches, and is laid out with broad and pleasant avenues. Within a few years it has become a favorite summer resort, especially for the citizens of Philadelphia; and the season lasts from July to the middle of September. Near the outer point of the island on which the hotels are located is a lofty stone lighthouse which bears a powerful first-class light. There are nearly 50 hotels at the city, and 40,000 guests a year arrive here; and the social element, in hops, balls, and receptions, is supervised by some of the leaders of Philadelphia society. The beach is one of the best on the coast, and affords fine bathing facilities; while the boating and fishing on the adjacent inlets and outer waters afford fine amusement. The country in the vicinity is uninteresting, and consists, for the most part, of flat salt-marshes. The autumnal sport of duck-shooting is successfully followed here. N. of Atlantic City, across Absecom Inlet, is the long and unbroken *Brigantine Beach*, which is called by seamen "the graveyard," on account of the number of fatal wrecks which have taken place there.

43. Philadelphia to Cape May.

By the West Jersey R. R., which traverses the thinly populated plains of the S. counties of N. J., with several branch-lines diverging to the ports of the Delaware.

Stations.—Philadelphia; Camden, 1 M.; Gloucester, 4; Westville, 5; Woodbury, 9 (branch to Berkley, 13; Clarksboro', 14; Swedesboro', 19); Mantua, 12; Barnesboro', 14; Glassboro', 18; Clayton, 21; Franklinville, 24; Iona, 25; Malaga, 28; Newfield, 30; N. Vineland, 31; Vineland, 34 (crossing of N. J. Southern R. R.); S. Vineland, 37; Millville, 40; Manumuskin, 46; Belleplain, 53; Woodbine, 56; Mt. Pleasant, 59; Seaville, 62; Swain's, 66; Cape May Court House, 69; Rio Grande, 75; Bennett's, 78; Cape May, 81. *Bridgeton and Salem Branches*, —Phila.; Glassboro', 18; Union, 20; Harding, 22; Monroe, 24; Elmer, 26 (divergence of the branch to Daretown, 31; Yorketown, 34; Alloway, 38; Middletown, 39; Salem, 43); Palatine, 29; Husted, 31; Finley, 34; Bridgeton, 37.

Crossing from the foot of Market St., Phila. (l. ferry-house), the traveller takes the cars at Camden and passes S. near the Delaware River to *Gloucester* (2 hotels), a small river-city devoted to manufacturing. It was founded in 1689, and was held by Lord Cornwallis with 5,000 British troops in 1777. Station, *Westville*, near the mouth of Timber Creek, where Capt. Mey (of the Dutch West India Company) founded *Fort Nassau* in 1621. The colonists were soon at feud with the Indians; and, being decoyed into an unfavorable position, they were all massacred and the fort was destroyed. *Woodbury* (Wills's Hotel) is a village 2–3 M. S. of Red Bank (see page 287), with a branch R. R. running S. W. 10 M. by Berkley and Clarksboro' to *Swedesboro'* (2 inns), a hamlet on Raccoon

Creek. It was settled by the Swedes before 1640, and the Swedish church was kept up until 1786. Stations (main line), *Wenonah*, near Mantua village, with a large summer hotel; *Barnesboro';* and *Glassboro'* (2 inns), a village of 2,500 inhabitants, with 4 churches. This place was settled at an early date by Germans, who commenced the manufacture of glass. Whitney's glass-works are located here, and are the largest in the Republic; while the aggregate annual product of this industry is $2,500,000. Glassboro' is on the great S. Jersey vein of pure white sand, even and fine, which melts easily and is well adapted for glass-making.

A branch R. R. runs S. from Glassboro' to Bridgeton (see page 292) in 19 M., passing 7 stations. From Elmer station (*Elmer House*), on this branch, another R. R. diverges to the W., and in 43 M. from Camden it reaches **Salem** (*Garwood's Hotel; Mansion; Nelson*), the capital of Salem County. It has 4,555 inhabitants, and is the centre of a populous farming country. There are daily steamers to Philadelphia, — by Salem Creek and the Delaware River. Salem was settled by 60 immigrants from New Haven (Conn.) in 1641; but the colony was broken up and replaced by a Swedish fort, which in turn yielded to the Dutch and the English. In 1673 Lord Berkeley's half of New Jersey (known as West Jersey) was bought by 2 Friends for £1,000. The chief proprietor soon visited his new domain, and "landed at a pleasant, rich spot, situate near Delaware, by him called *Salem;* probably from the peaceable aspect it then bore." The new colony grew rapidly, and in 1682 was made a port of entry. The first settlers were Friends, and that sect still has 2 churches here. In 1778 Salem was plundered by 1,200 Scottish troops under Col. Mawhood. This force advanced to Alloway and defeated the N. J. militia by ambuscade, but was afterward seriously repulsed in several attempts to cross the Alloway. The Americans there defeated Simcoe's Queen's Rangers, who had tried to storm the fortified bridge-head. Then Mawhood returned to Philadelphia, bearing a large quantity of forage and many cattle.

Beyond Clayton and Franklinville the main line passes the vineyards of Iona and Malaga; and thence by Newfield and N. Vineland reaches **Vineland** (*Vineland House*). At this point, a few years ago, a speculative gentleman bought a tract of pine-plains 10 M. square, through which broad avenues were laid out and public reservations were made. By liberal advertising and low rates for the land, large sales were effected, and the forests soon gave way before the sturdy arms of men of New England. A bright new town grew up like magic, with pretty villas and cottages located along (and at prescribed distances from) broad straight avenues; and fine churches and academies were erected. Several thousand persons settled in this vicinity; but the dreams of a southern Arcadia which had lured so many from the rocky hills of New England were soon dissipated. At present Vineland is one of the chief towns of S. New Jersey, and is inhabited by a semi-literary community of Puritanic memories, whose local laws are peculiar and beneficial, and far in advance of the age. The principal business of the town is raising small fruits for the N. Y. and Phila. markets; and, by diligent application, considerable sums have been made in this branch of industry.

6 M. from Vineland the train reaches *Millville* (Tice House; City Hotel), a place of over 6,000 inhabitants, situated on the Maurice River,

and containing several glass-factories. The line now runs S. E. through a sandy and sparsely populated country by the stations of Manumuskin and Belle Plain. Entering the low and marshy domain of Cape May County, beyond Woodbine and Mt. Pleasant, the Great Cedar Swamp is crossed, and the train stops at *Seaville* station, whence the Sea-Shore road runs N. E. 10 – 12 M. between the Swamp and the salt estuaries behind Ludlam's and Peck's Beaches. It passes through Seaville and terminates at *Beesley's Point*, a quiet summer resort on Great Egg Harbor. The R. R. runs S. W. down the Cape with broad sounds and marshy islands and moors 1 – 2 M. to the l. Stations, Swain's, Cape May Court House, Rio Grande, and Bennett's, beyond which the train passes Cold Spring and stops at

Cape May.

Hotels. — * Stockton House, 1,200 guests, $ 4.50 a day, $ 28 a week; * Congress Hall, 1,000 guests, $ 4.50; Ocean House, 300 guests, $ 3.50; Atlantic, $ 3.50, $ 21 a week; Columbia, $ 4.00; Centre, 350 guests, $ 3.50; National, Delaware, and Arctic, each $ 3 a day; Chalfont, West End, United States, Merchants, and Tremont. The Sea-Breeze House is used by excursion-parties. There are also several boarding-houses, which charge $ 12 – 20 a week.

Railroads, — to Philadelphia in 2 hrs. (81 M., $ 2.50); to Atlantic City by way of Vineland. *Steamers* run daily to Philadelphia (fare, $ 2).

Cape May is the most southern point of New Jersey, and is one of the Capes of the Delaware (the other being Cape Henlopen, across the Bay). It is insulated by a small tidal stream, and fronts on the Atlantic. The beach extends from the point of the Cape to Cold Spring Inlet, a distance of 5 M., and is composed of firm gray sand, affording a fine driveway at half or low tide. The bathing facilities are unsurpassed, and the surf is massive, and is (it is claimed) less chilling than that of the New England coast. Most of the hotels front directly on the sea, and afford fine marine views; and a long promenade-walk is built down the water-front. The visitors are mostly from Philadelphia, Baltimore, and the Western States; while the Southerners who were wont to come here before the Secession War are beginning to return to their old summer home. The aristocratic military organizations of the adjacent States make their encampments in this vicinity, and the *élite* of Phila. society is found at the larger hotels (notably at the Stockton House). The steamboat-landing is on Delaware Bay, about 2 M. from the hotels; and down the beach to the W. (near Lilly Pond) is the lighthouse, which is 90 ft. high, and sustains a powerful revolving light. 2 – 3 M. inland is *Cold Spring*, a favorite place for excursions, and so named on account of a large spring of sweet water which rises through a salt marsh. Sea Grove is a Presbyterian summer-village near Cape May, with cottages, avenues, and a large new hotel.

Cape May was named in honor of himself by Capt. Cornelius Jacobse Mey, who visited this coast in a ship of the Dutch West India Company. The same mariner

affixed his name to other points, naming New York "Port Mey"; Cape Henlopen, "Cape Cornelius"; and the Delaware, "New Port Mey"; but the latter titles failed to satisfy. In 1629 the Cape was bought from 9 Indian Sachems for the Dutch W. I. Company, and it was soon settled by whalemen from Long Island. During the Revolution great quantities of clams, dried and strung, were sent from this district to the Continental army. As early as 1812 the Cape was "a favorite watering-place," and in 1844 it had 3 large hotels and 3,000 annual visitors. In the War of 1812 the British line-of-battle ship *Poictiers* appeared off the village, and threatened to bombard it unless allowed to get a supply of fresh water. The request was granted, and the great war-ship sailed away in peace.

44. Philadelphia to the Delaware Water Gap, Scranton, and Oswego.

By the Penn. R. R. (New York and Belvidere Divisions) and the Delaware, Lackawanna & Western R. R. The country which is traversed by this route is attractive and diversified, and the scenery on the Belvidere Division is highly picturesque.

Stations. — Philadelphia (Kensington); Trenton, 30 M.; Asylum, 34; Greensburg, 36; Somerset Junction, 36 (branch to Pennington); Washington's Crossing, 39; Titusville, 41; Lambertville, 46 (branch to Flemington); Stockton, 50; Prallsville, 51; Bull Island, 53; Point Pleasant, 56; Frenchtown, 62; Milford, 65; Holland, 68; Durham, 71; Riegelsville, 72; Pohatcong, 74; Carpenterville, 75; Lehigh Junction, 80¾; Phillipsburg, 81; Martin's Creek, 88; Roxburg, 91; Belvidere, 95; Manunka Chunk, 98. *D., L. & W. R. R.* — Delaware Water Gap, 108; Scranton, 133; Binghamton, 194; Utica, 289; Syracuse, 274; Oswego, 309.

Philadelphia to Trenton, see pages 260, 261.

A short distance beyond Trenton the N. J. Lunatic Asylum is passed, and the line follows the course of the Delaware River, on whose farther bank is the Penn. Canal, bordering the rich and rural Bucks County. Beyond Greensburg is *Somerset Junction*, whence a branch R. R. runs N. E. to *Pennington*, and thence across Pleasant Valley (with Pennington Mt. on the l.) to *Hopewell*. This line is continued to E. Millstone (see page 258). The main line passes N. W. along the l. bank of the Delaware, by the stations of *Washington's Crossing* (where the American army crossed the Delaware before the victory at Trenton), Titusville, and Moore's. Beyond the low ridges of Goat Hill (r.) it reaches **Lambertville** (*Belmont House*), a pleasant village with factories on the feeder of the Delaware & Raritan Canal. A bridge crosses the river to *New Hope*, Penn. At this point (then called *Coryel's Ferry*) a division of the Continental army crossed during the disastrous retreat through the Jerseys. Lord Cornwallis attempted to seize this strategic point, but was repulsed by the Scottish-American Lord Stirling.

A branch R. R. runs 12 M. N. E. from Lambertville up the Alexsocken Creek to Flemington, passing the ancient valley-village of *Ringoes*, which was settled by John Ringo in 1720. **Flemington** (*County Hotel; Union*) is the capital of Hunterdon County, and is pleasantly situated on an undulating plain. The S. Branch R. R. runs from Flemington E. to *Somerville*, on the N. J. Central R. R.

Beyond Lambertville the main line passes on to Stockton, Bull's Island, Point Pleasant (village in Penn.), and Tumble, after which numerous islands are seen in the river, and beyond Erwinna (r. bank) the train

reaches *Frenchtown*, opposite the Penn. hamlet of Uhlerstown. *Milford* is connected by a bridge with Upper Black Eddy, and is overlooked by a picturesque line of heights, while the red sandstone bluffs of Nockamixon are seen across the river. The line next curves around a broad bend of the river, with the Musconetcong Mt. on the r. Beyond this ridge is *Riegelsville*, about 3 M. S. W. of which, near the confluence of Durham Creek and the Delaware River, is a remarkable cavern, containing several halls and sloping down to the level of the river, where a deep pool is found. The train now traverses a romantic district of hills, and on the l. are the highlands, among which is the tall hill of *Hexenkopf*, or Witches' Head, where the old German colonists alleged that the weird women were wont to meet in "linked dances" on stormy nights.

The *Kettentanz* of the Hartz Mts. was reproduced here, and accompanied with ghostly chanting upon the huge and far-viewing summit-rock. These orgies declined after the punishment of a witch for practising "certain most wicked acts (called enchantments and charms), maliciously and diabolically, upon and against a certain white horse of the value of 4£, ... by means of which the said horse of the said Justice W., on the day aforesaid, at the township of Williams aforesaid, worstended and wasted away, against the peace of our said commonwealth, and against the laws in this case made and provided."

The train crosses the Pohatcong Creek, and runs N. W. to the Lehigh Junction, with beautiful views of Easton and Phillipsburg. The great bridges, the mouth of the Lehigh, and the buildings of Lafayette College are seen on the l.

Beyond Phillipsburg the Marble Mt. is followed on the r., with pleasant river scenery on the l. Stations, *Harmony*, *Martin's Creek*, and **Belvidere** (*American House*), the capital of Warren County, a pleasant village situated at the confluence of the Pequest and Delaware Rivers. The former stream affords a good water-power, falling 50 ft. in 1 M. Near the centre of the village is a public square on which front 4 churches and the Court House. N. of the Pequest is the Brainerd Seminary, with other public buildings. The train now rounds the Manunka Chunk Mt., and meets the Del., Lack. & Western R. R. coming in from New York on a high grade. Passengers change cars here (the only change between Phila. and Oswego), ascending to the platform of the D., L. & W. R. R.

Manunka Chunk to Oswego, see pages 242 – 249.

45. Philadelphia to Central New York. The Valley of Wyoming.

By the N. Penn. and Lehigh Valley R. Rs. To Wilkes-Barre, in 6 hrs. ; to Elmira, 10 hrs. ; to Auburn, 13 hrs. ; to Buffalo, 16¼ hrs. ; to Niagara Falls, 16¾ hrs. Palace-cars run through from Phila. to Niagara Falls. Phila. to Bethlehem, 2 hrs. ; to Mauch Chunk, 3¼ hrs. ; to Wilkes-Barre, 6 hrs. ; to Elmira, 10 hrs. ; to Rochester, 14¼ hrs. ; to Buffalo, 15½ hrs. ; to Niagara Falls, 16½ hrs. This route passes through a great variety of pleasant scenery, from the rich agricultural lands of Bucks County and the Valley of Wyoming to the cold and frowning wilderness of the remote mountain counties. The great iron-works of Lehigh County and the collieries of Carbon and Luzerne are also passed, and afford much interest to the tourist. Information with regard to excursion routes, fares, and palace-cars may be obtained at 732 Chestnut St., and 105 S. Fifth St., Phila. ; also at the Central R. R. and the Morris & Essex R. R. stations in New York.

Stations. — Philadelphia ; Fisher's Lane, 4 M. ; Green Lane, 5 ; York Road, 7 ; Jenkintown, 9 ; Abington, 10 ; Edge Hill, 11 ; Fort Washington, 14 ; Ambler, 15 ; Penllyn, 17 ; Gwynedd, 18 ; N. Wales, 20 ; Lansdale, 22 (branch to Colmar, 25 ; Chalfont, 27 ; Doylestown, 33) ; Hatfield, 25 ; Souders, 27 ; Sellersville, 31 ; Perkasie, 33 ; Quakertown, 38 ; Coopersburg, 44 ; Center Valley, 45 ; Bingen, 48 ; Hellertown, 51 ; Bethlehem, 55 (Easton, 67). *Lehigh Valley R. R.* — E. Penn. Junction, 60 ; Allentown, 60 ; Catasauqua, 63 ; Hokendauqua, 64 ; Coplay, 65 ; Laury's, 70 ; Slatington, 77 ; Lehigh Gap, 79 ; Lehighton, 86 ; Mauch Chunk, 89 ; Glen Onoko, 92 ; Penn Haven Junction, 96 ; Hickory Run, 109 ; White Haven, 114 ; Fair View, 128 ; Newport, 135 ; Wilkes-Barre, 144 ; Pittston, 153 ; L. & B. Junction, 154 ; Falls, 165 ; McKunes, 168 ; Tunkhannock, 176 ; Mehoopany, 188 ; Meshoppen, 191 ; Black Walnut, 196 ; Laceyville, 199 ; Wyalusing, 209 ; Frenchtown, 215 ; Rummerfield, 219 ; Standing Stone, 222 ; Wysauking, 226 ; Towanda, 230 ; Ulster, 237 ; Milan, 241 ; Athens, 245 ; Sayre, 247 ; Waverly Junction, 249 ; Elmira, 267 ; Ithaca, 281 ; Auburn, 344 ; Buffalo, 416 ; Niagara Falls, 438.

The train on the N. Penn. R. R. leaves the terminal station on Berks St., and runs N. through the borders of the city, passing several large factories and rolling-mills. Leaving the Episcopal Hospital on the r., the line crosses the tracks of the Reading R. R. (coal-branch) and the Penn. R. R. (connecting line), and passes out into the pleasant suburban region near the Old York Road. At about 6 M. from the Berks St. station, the line leaves Phila., and enters Montgomery County, passing the pretty Chelten Hills. The celebrated park and mansion established by Jay Cooke are near the Old York Road station; and Gen. Meade lived near Jenkintown. *Abington* is considerably to the E. of its station (whence a branch R. R. runs N. E. to *Hatboro,* near Warminster) ; and *Edge Hill* is near large smelting-works. From *Oreland* the Plymouth R. R. runs S. W. to Conshohocken, on the Schuylkill River. Sandy Run is known for its fine white lime; and *Fort Washington* is near the remains of the field-works which were erected to check the advance of the British army after the disastrous Battle of Germantown. The quaint old gambrel-roofed stone house which was used for Washington's head-quarters is still standing, 1 M. from the station. From this point the army retreated to its dreary winter camps at Valley Forge. Beyond the pleasant rural hamlets of Ambler and Penllyn, the train reaches *Gwynedd,* a Welsh village 1 M. E. of the station. Running through the costly Gwynedd Tunnel (500 ft.

long), the next station is *N. Wales*, whence daily stages run to Norristown and Hawleyville. From *Lansdale* a branch R. R. runs N. E. 11 M. by Colmar and Chalfont to **Doylestown**, situated on a high plateau. It is the capital of Bucks County, and has 1,601 inhabitants, most of whom are descendants of the Scotch-Irish settlers. The line now passes Hatfield and enters the fertile farm-lands of Bucks County, populated almost entirely by the descendants of the old Germanic migrations, who still preserve the language and customs of their ancestors. There are thousands of small farms, partially devoted to dairy-culture; and women may be seen working in the fields, just as in Austria or Bavaria. At *Sellersville* the Landis Ridge (the water-shed between the Delaware and Schuylkill) is crossed, affording pleasant views down the Limestone Valley. Beyond *Perkasie* (Perkasie Hotel), famed for cottage-cheeses, the train enters a tunnel 2,160 ft. long. *Quakertown* is a long village near the head of the Perkiomen Valley, with daily stages running S. W. across Milford to Greenville. The train now descends into the Saucon Valley, with South Mt. on the r.; passes Coopersburg and Bingen (seat of the N. Penn. Iron Co.'s furnaces), and reaches *Hellertown*, a compact little village, which is near prolific iron and zinc mines. Still descending the broad valley, with South Mt. on the r., the train passes great furnaces and iron-works and the Lehigh University is seen on the r.

Bethlehem (* *Sun Hotel*, $3 a day; *Eagle Hotel*) is pleasantly situated on the highlands N. of the Lehigh River, and contains (together with S. Bethlehem) over 10,000 inhabitants. It is celebrated as being the chief seat of the Moravians in America; and from its historic attractions and the pleasant scenery in the vicinity, it has become a summer resort. The *Moravian Church* is a singular stone building, which accommodates over 2,000 persons. The ritual and sermons are in English. Above the church is a trilateral range of ancient stone buildings, with massive buttressed walls, quaint belfries, and double rows of dormer-windows, — recalling Quebec or Upper Austria. This house was built by Bishop Nitschmann in 1741, and contains the German Chapel and the home of the Single Sisters. All the unmarried women then dwelt in this house, and some remain there (by preference) even now.

Great care was taken in the earlier days lest the young people should form natural affinities for each other. The sexes were kept apart even at church, and after death were buried in different places. During the hours of relaxation from work, they took long walks in column of twos; but if the sisterhood went E. the brothers must go W., if they went N. the brothers must go S., in order to avoid the risk of meeting. No brother was allowed to walk along the pavement opposite the Sisters' House, and *vice versa*. If a brother and sister met on the street they must both look down, and never on any pretence could gaze at each other. Marriages were considered desirable, but simply as a means of perpetuating the church, and therefore were arranged by the clergy. If each of several ladies seemed equally adapted to a certain single brother, the elected one was ascertained by drawing lots; and the church assumed the care and education of children when they reached the age of 6 years. Franklin thus reports his conversation

with a Moravian leader: "I objected, 'If the matches are not made by the mutual choice of the parties, some of them may chance to be unhappy.' 'So they may if you let the parties choose for themselves,' said the Moravian. Which indeed I could not deny."

In 1778 the Single Sisters made and presented to Count Pulaski a crimson silk banner, on one side of which were the letters "U. S.," encircled by the motto, *unitas virtus fortior;* and on the other the All-Seeing Eye, and the motto, *non alius regit*, embroidered in yellow silk and fringed with bullion. This banner was borne by Pulaski's regiment, until he fell in the assault on Savannah (1779). It is now in the Maryland Historical Society's rooms, at Baltimore.

"When the dying flame of day
Through the chancel shot its ray,
Far the glimmering tapers shed
Faint light on the cowled head,
And the censer burning swung,
When before the altar hung
That proud banner, which, with prayer,
Had been consecrated there;
And the nun's sweet hymn was heard the while,
Sung low in the dim mysterious aisle,—

"'Take thy banner. May it wave
Proudly o'er the good and brave,
When the battle's distant wail
Breaks the Sabbath of our vale;
When the clarion's music thrills
To the heart of these lone hills;
When the spear in conflict shakes,
And the strong lance, quivering, breaks.'"

Hymn of the Moravian Nuns at the Consecration of Pulaski's Banner.
(HENRY W. LONGFELLOW.)

The *Widows' House* is the quaint little building opposite the Single Sisters' House. Back of the latter is the Boys' School, and farther out on Church St. (on which are many ancient houses) is the *Moravian Theological Seminary.* On Church and Market Sts. are the old cemeteries, which are scrupulously guarded. A small horizontal slab of marble is laid on the top of each grave, and all classes and conditions of men are buried side by side. The pile of buildings S. of the church is the *Moravian Seminary for Young Ladies,* the oldest in the Republic (founded in 1749). It has 42 teachers and tutoresses, 305 students, and 6,000 alumnæ, with fine libraries and cabinets. Many of the students belong to churches other than the Moravian, and some come from foreign lands.

Below the cheerful reading-rooms of the Y. M. C. A. (86 Main St.) is a room containing a museum of curiosities (entrance, 25c.). Among these are a quaint fire-engine made in London in 1698, and brought over by the Moravians; the war-costumes of Osceola and Red Jacket; ancient weapons of warfare, Christian and heathen; a spinnet and a spinning-wheel; old books and newspapers; collections of autographs, medals, and minerals (including zinc ores from Friedensville); trophies from the mission-stations of the Brethren; and relics of the old Pennsylvanian settlements. The finest thing in the hall is a large historical painting by *Schuessele,* representing Zeisberger preaching to the Indians.

The **Sun Inn** was opened in 1760, and was carried on by the Moravians (by salaried landlords) until 1851. The rates for transient visitors were 2½ shillings a day. It was fortified in 1763, and in the same year a weekly stage-line to Philadelphia was started. Among the guests at the inn were Generals Gates, Sullivan, Fermoy, Schuyler, Mifflin, Knox, Lafayette, Lee, Steuben, Pulaski, Pomeroy, Lewis, and the Ambassadors of France and Spain. Generals Riedesel and Philips and their staffs (of Burgoyne's captive army) were kept here. At a later day General and Lady Washington visited the place; and the Marquis de Chastellux, in 1782, speaks enthusiastically of the Inn.

The Sun Hotel was enlarged to its present size in 1851, but the massive walls and deep-set windows still remain; and the architect's plans (drawn in Saxony) are framed in the reading-room. Above the hotel a street to the l. leads to the lofty bridge over the Manocasy Creek, whence the valley is overlooked and the Lehigh University is seen. The drives up the Manocasy Valley are pleasant, and *Calypso Island*, in the Lehigh River, is much visited. On South Mt. is a large hydropathic institute (Lehigh Mt. Springs; $12–15 a week); and the Episcopal ladies' school of *Bishopthorpe* is open in summer for family boarding.

The ***Lehigh University** was founded by the Hon. Asa Packer in 1865, and is under the auspices of the Protestant Episcopal Church. In the first 2 years mathematics, the languages, elementary sciences, etc., are taught; and in the last 2 years the student passes through one of the 5 technical schools, — general literature, civil engineering, mechanical engineering, mining and metallurgy, or analytiel chemistry. Tuition in all branches is free, and the other yearly expenses are reckoned at $ 245. The vicinity of the great mining and engineering works of the Lehigh Valley affords special advantages to such a polytechnic institution. There are 12 professors and instructors, and 121 students. * *Packer Hall* is the chief building, and is 213 ft. long, with a fine façade of stone, and a lofty belfry-tower. In its central portion are the chapel, library, and cabinets. Descending the hill *en echelon* from this hall are the houses of the professors; and *Christmas Hall* is a large brick dormitory-building on the E. These buildings are in a park of ancient trees on a far-viewing spur of the Lehigh Mts. The immense rolling-mills of the Bethlehem Iron Co. are near the village, and produce many thousand tons of Bessemer-steel rails. *Friedensville* is 4 M. distant, and has the most powerful stationary engine in the world. There are rich zinc-mines in the fissures of the Silurian limestone at this place, producing yearly 3,000 tons of oxide of zinc, 3,600 tons of metallic zinc, and 3,000 casks of sheet-zinc.

Nazareth is 10 M. from Bethlehem, and is most readily reached from Bath, on the Lehigh & Lackawanna R. R., which runs N. 15 M. to the mines near *Chapman's*. It is a quaint old village pleasantly situated between the Blue and the South Mts., and is 8–10 M. S. of the **Wind Gap**, a bold pass in the Blue Mts., 15 M. S. W. of the Delaware Water Gap. Nazareth was settled in 1740 by George Whitefield and a colony of Moravians. The latter were soon driven out by Whitefield, as the issue of certain theological differences; but they afterwards bought the land and made it an appanage of the Countess of Zinzendorf, under the name of the Barony of Nazareth. Here (in 1785) was established the *Moravian Boarding-School for Boys*, which now has 13 teachers and 145 students. Morning and evening prayers and frequent military drills (in uniform) are carefully observed. The main building is Nazareth Hall, a quaint old

structure with dormer-windows, and a hipped-roof surmounted by a tall belfry.

Moravia was Christianized in the year 863, and in 1419 the Bohemo-Moravian Church revolted against the Papacy, and took up arms under John Ziska and the League of the Hussite Barons. For 12 years Catholic armies were vainly sent against Moravia, and in 1431 the fifth and last crusade was shattered at the great battle of Tauss. A formal secession from the Catholic Church was effected; they received bishops from the Waldenses, and suffered several bloody persecutions. When Luther's Reformation began (1517), the Moravians had 400 churches and 200,000 communicants. They did not second the German and Swiss reformers, and suffered persecutions from both Catholics and Lutherans. In 1627 they were totally dispersed, 30,000 families being driven from the kingdom by King Ferdinand II. A few of the exiles ("the hidden seed") gathered at Lissa, in Poland, and after fresh hardships and many martyrdoms, the fragments of the church were gathered at Herrnhut, on the estate of the Saxon Count Zinzendorf (1722). This noble was created a bishop, and united the opposing sects into "the renewed church," but was oppressed by the Saxons, and began to send his people to America in 1735. In 1741 Bishop Nitschmann founded *Bethlechem* (a Hebrew-Indian name, meaning "House on the Lehigh"), and Count Zinzendorf visited the place later in the year, and named it *Bethlehem*. A cluster of exclusively Moravian villages arose in the vicinity, of which the chief secular peculiarity was a communism of labor. This polity lasted until 1843, when Lutherans were admitted to the villages, and now the old Moravian towns are open to all comers. Many of the distinctive traits of the sect have passed away, and it now includes (in America) 66 churches, with 6,400 members, governed by 5 bishops with very limited *ex officio* powers. The chief strength of the church is in Penn., Wisconsin, and N. Carolina.

The *Diaspora* (to the cold state-churches of Europe) and the *Pilgrims* (to the heathen Indians) are the titles of the two great missionary enterprises of the Continental and Moravian Provinces (both begun about 1750, and still active). The maintenance of remote and perilous missions is now the chief work of the church. There are 6 stations in Greenland, 5 in Labrador, 3 among the Indians, 46 in the W. Indies, 12 in S. America, 12 in S. Africa, 3 in Australia, and 2 in Thibet, employing 318 missionaries, and having under care 70,311 converts (*Moravian Manual*, 1869). The church is divided into the English, Continental, and American Provinces, and holds to the evangelical doctrines as set forth in the Augsburg Confession.

In 1755 the Indian tribes declared war on the colonies, and the Moravian missionaries to the W. were cruelly massacred. Bishop Spangenberg fortified Bethlehem, and it became a city of refuge on the outer frontier. In 1775 the Virginian troops, marching to the siege of Boston, halted here, and afterward large bodies of soldiers and prisoners of war were moved by this route. In 1776 the general hospital of the Continental Army was located in the village; and out of 2,000 patients more than 400 died. After the defeat at the Brandywine, the baggage of the army was parked here in 900 wagons, and many members of Congress fled hither after the fall of Philadelphia. Meantime, from the foundation of the place until the expulsion of the Indians, many delegations of the Delawares, Six Nations, Wyomings, and other tribes visited the United Brethren at Bethlehem, and were kindly treated. With the recent development of the iron-manufacture, a large alien population has come in, and now but ¼ of the people are Moravians. In former times this people feared the Irish more than the Indians, and were reviled by them as "d—d Hernhutters."

After leaving S. Bethlehem the train passes along the Lehigh River and near South Mt., and beyond the divergence of the Allentown Line (Route 36) at the E. Penn. R. R. it stops at

Allentown (*American House*, $2.50 a day), the capital of Lehigh County, favorably situated on high ground S. of the Lehigh and at its confluence with the Little Lehigh and Jordan Creek. It was founded by

James Allen in 1762, and became a city in 1867. There are 17,061 inhabitants, 3 banks, 2 daily papers, and 21 churches. The population is to a large extent "Penn. Dutch" (descendants of Germans of the old immigrations); and the domestic architecture is monotonous, comfortable, and cleanly. The streets are broad, straight, rectangular, and well shaded, and are traversed by horse-cars. *Hamilton St.* is the main thoroughfare, and is 1½ M. long. The stone viaduct over the Jordan valley (1,800 ft. long, 50 ft. high; 19 arches) and the iron bridge over the Lehigh are worthy of notice. The *County Prison* is a fine building of Potsdam sandstone, in castellated architecture, overlooking the valley. It cost $250,000. The *Court House* is on the main street; and the school buildings are of renowned excellence (56 teachers and 3,150 students). The Academy of Natural Science has several cabinets of curiosities. **Muhlenberg College** is situated on a campus of 5 acres, in the S. E. part of the city. It is a prosperous institution under the patronage of the Lutheran Church, and has 9 professors and 135 students. The *Allentown Female College* is on high ground in the N. E., and has 83 students.

Mammoth Rock is a peak of the Lehigh Mt. 3 M. from Allentown and 1,200 ft. above the plain, whence is gained a comprehensive view of the Lehigh and Saucon Valleys. The remarkable fountains in this vicinity are often visited, and near the principal one is the summer resort known as the *Fountain House.* 2 M. N. is an extensive cavern.

This district was first occupied by the Allens, whose mansion of *Trout Hall* stood near the site of Muhlenberg College. It was inherited by Wm. Allen, Chief Justice of Penn., and was laid out in 1762 by James Allen. The first settlers were Germans; but the lofty situation of the place rendered it difficult to get a water-supply and hence retarded colonization. In 1777 the bells of Christ Church in Philadelphia were brought here to save them from the British; and in the same year a large army-hospital was established in the vicinity. The rise of the iron manufacture and the construction of railroads and canals converging on this point, have given the city great importance within 20 years. Coal, limestone, and iron ore are found in vast quantities in the vicinity; and the valley for 10 M. from Allentown is lighted up at night by the lurid glow of many furnaces. The *Allentown Rolling-Mill* has $2,000,000 capital, covers 4 acres, employs 900 men, and turns out yearly 18,000 tons pig-iron, 30,000 tons rails, and 20,000 tons merchant iron. The *Allentown Iron-Works* has $800,000 capital, 5 furnaces, and 27 mines, employs 900 men (including miners), consumes yearly 100,000 tons ore, 90,000 tons coal, and 67,000 tons limestone; and produces yearly 45,000 tons No. 1 pig-iron. The Lehigh and the Glen Iron Companies also have extensive works; besides which there are manufactories of boilers, carriages, shoes, woollen goods, and leather; and 1,200 hands are engaged in tobacco-works.

After leaving Allentown the train passes the great furnaces and stops at *Catasauqua.* The village is seen on the opposite bank of the river, and contains 6,000 inhabitants and 9 churches. In 1839 there were but 2 houses here; but the rapid development of the iron trade has caused the borough to rise. The Crane Iron Co. has 6 furnaces, employs at the works 1,000 men, and consumed, in 1872, 138,392 tons iron ore, 108,274 tons coal, and 82,400 tons limestone, producing 54,037 tons iron. Penn. hematite and N. J. magnetic ores are used. The Catasauqua M'f'g Co.

employs 500 men in making bar-iron and axles; the Car Works make 1,500–1,800 coal and freight cars yearly, employing 130 men; shovels, saws, steam-engines, etc., are made here, and there are large importations of iron ore from Lake Champlain and the excellent tough iron of Salisbury, Conn. (for the Lehigh Car-Wheel Co., which makes 25,000 wheels yearly). The ancient stone mansion of George Butler (signer of the Declaration of Independence) is above the village, and was a frontier fortress 200 years ago. In Fairview Cemetery, on the commanding hills W. of the Lehigh, is a handsome Soldiers' Monument, of white marble.

The *Catasauqua & Fogelsville R. R.* runs from opposite Catasauqua 20 M. S. W. to Alburtis, on the E. Penn. R. R., and is chiefly used for the transportation of iron ore from the great mines of Lehigh County. 4 M. below Catasauqua it crosses the ravine of Jordan Creek on a handsome iron bridge 1,165 ft. long, in 11 arches.

At *Hokendauqua* (an Indian name meaning "searching for land," — applied to the first settlers), 1 M. beyond Catasauqua, are seen the 4 great furnaces of the Thomas Iron Co., so named in honor of David Thomas of Wales, who introduced into the U. S. the art of making iron by anthracite coal (1840). The engines are of 4,400 horse-power, and $1,750,000 capital and 400 men are employed, making yearly 50,000 tons of pig-iron from 125,000 tons ore, 100,000 tons coal, and 75,000 tons limestone. The next station is *Coplay*, the seat of the Lehigh Valley Iron Works ($600,000 capital; 110 men; producing 25,000 tons yearly) and the Coplay Hydraulic Cement quarries and kilns (60,000 barrels yearly). A bridge crosses the river to Laubach's, and a railroad runs W. to the ore-beds at *Ironton*. Station, *Whitehall*, near the ancient Egypt Church (1742) and opposite *Siegfried*. The slate region is now traversed, and quarries and piles of débris are seen near the track. The railroad was carried through this rugged district with great difficulty, and at a cost of $100,000 a mile. Near Rockdale the train passes through a cut 100 ft. deep, in a lofty cliff of slate. *Slatington* has over 2,000 inhabitants, with 5 churches (of which 2 are American, 2 Welsh, and 1 German). It was founded in 1854, and is the exporting point of the slate region. The slate is of the finest quality of pure clay, and the U. S. Capitol is roofed with squares of it ½ inch thick. The quarries have $500,000 capital, employing 600 men; and the production in 1872 was 67,000 squares of roofing slate, 11,000 squares of school slate, 3,000 cases of mantels, 20,000 ft. of flagging, and 32 tons of blackboards. A branch track runs to the Slatedale quarries, 3½ M. distant. *Walnutport* is seen on the opposite shore, and large mounds of débris from the quarries are passed as the train moves into the shadow of the Kittatinny Mts.

The * **Lehigh Water Gap** is the deep gorge in which the Lehigh River flows through the Kittatinny Mts. The tall hills arise on either side directly from the river, and are clad with ancient forests. The Lehigh Gap station is at the foot of the *Devil's Pulpit*, a lofty pile of rocks pro-

jecting from the W. ridge. There is a small summer hotel on the E. shore, and the broad deep river affords good boating. The views from the ridges are fine, especially over the peaceful farm-lands of Lehigh County (S), and through the sinuous pass, which is entirely filled by the railroads, canal, river, and highway. Deposits of ore are found here, from which 5–6,000 tons of mineral paint (in 11 colors) are made yearly. Station, *Parryville* (E. shore), the seat of the Carbon Iron Works, with 3 furnaces, 150 men, and a yearly product of 7,000 tons. The remarkable rock formations known as the *Devil's Garden* are near the village. Station, *Lehighton* (American House), a large village situated on high ground. 1 M. S. is "The Spring of the Healing Waters," whose medicinal virtues were extolled by the Moravians in 1748. The *Mahoning Valley* stretches away to Tamaqua, 14 M. S. W., between the Mahoning and Mauch Chunk Mts. In the same vicinity is the great swamp which the Indians called *Towamensing*, and Count Zinzendorf named St. Anthony's Wilderness. Later fugitives from the Wyoming massacre called it the Shades of Death. *Weissport* (Fort Allen Hotel) is opposite Lehighton, and contains large iron-works.

In 1746 the Moravians established a colony of Christian Mohegan Indians (from Connecticut) near the site of Lehighton, and named it *Gnadenhutten* ("Tents of Grace"). The missionaries and their converts tilled the soil, and made productive farms along the valley. Brainerd and Zeisberger found a community of 500 persons here; and considerable portions of the Bible were translated into the Mohegan language. Some years later most of the people moved across the river (to Weissport) and formed a new village, with the Mohegans on one side of the street and the Christian Delawares from Menialagemeka on the other. During the months of devastation and rapine which followed Braddock's defeat, Gnadenhutten was attacked by French Indians, and 11 Moravians were killed in the mission-house. (A memorial monument stands in the cemetery near the R. R. station.) The Christian Indians at Weissport were eager to cross and fall upon their pagan kinsmen, but the pastors restrained them. Colonial troops were hurried forward and garrisoned the new village, but they were soon attacked by surprise, lost many men, and made a rapid retreat down the valley, leaving the place to be totally destroyed by the invaders. In 1756 Benjamin Franklin came up with a sufficient force and built Fort Allen (on the site of Weissport) as a frontier defence.

Station, *Packerton*, with the long lines of parallel tracks where the immense coal-trains are weighed and made up. The scales are 122½ ft. long, with a capacity of 103 tons, and weigh 7 cars at a time, while moving rapidly. The R. R. freight and coal-car shops are located here, and employ 560 men. In the vicinity is the deer-park (75 acres) pertaining to the railroad; also the trout-farm of Mr. Lentz. The train now crosses the Lehigh on a Whipple iron bridge 485 ft. long, sweeps around the base of Bear Mt., and stops at

Mauch Chunk,

(* *Mansion House*, 400 guests, $3 a day, $14–21 a week; **American Hotel*), the capital of Carbon County, and situated on the r. bank of the Lehigh River. It is 89 M. from Philadelphia and 121 M. from New York (without change of cars). The village is picturesquely situated at the

bottom of a deep and narrow ravine upon which the steep hills crowd so closely as to confine the houses to one street and to tilt the yards and gardens to a sharp angle. It is often called the most picturesque town in America, and probably is excelled only by Quebec. The adjacent mts. attain a height of 7 – 900 ft. above the street; and the huts of the poorer people are reached by ladder-like stairways. This locality is called "the Switzerland of America," but the scenery is rather Tyrolese than Swiss. Many sketches were made here by Hertzog, the famous artist of the Düsseldorf Academy. The most prominent object is the tall St. Mark's Church (Episcopal), with large windows of stained glass and a sturdy tower. The church is built of a cream-colored stone, and stands on a narrow terrace above the houses. Its architectural harmony with the surrounding scenery is the theme of much praise. The village has 4 other churches, 2 banks, several iron-works, and a strong and fortress-like county prison. On the N. are the mansions of Hon. John Leisenring and Hon. Asa Packer (President of the Lehigh Valley R. R. and founder of the Lehigh University at S. Bethlehem). The suburb of *E. Mauch Chunk* is situated across the river and above the village. The heights which environ Mauch Chunk are Mauch Chunk Mt. and Mt. Pisgah, spurs of Sharp Mt.; and Bear Mt. is across the river (700 ft. high). Mauch Chunk (pronounced Mauk Chünk) is an Indian name which means Bear Mt. Every foot of the narrow pass before and below the Mansion House is taken up by the 2 railroads, the street, road, river, and canal, — all running side by side; and through this artery of commerce passes an almost unbroken line of cars or boats laden with coal.

In 1791 a lonely hunter, whose hut was in the great uninhabited forest of the Lehigh, was returning home after a long and unsuccessful chase, when he saw, at the foot of a fallen tree, some curious black stones, which he carried in to the nearest settlement. They were thence sent to Philadelphia, where the *savants* pronounced them to be stone coal, but uninflammable. In 1793 a mine was opened on Sharp Mt. by the Lehigh Coal Co., who had become possessed of 12,000 acres of land here. It was soon abandoned on account of the popular prejudice against anthracite coal, and the difficulty of getting it to market. In 1813 5 ark-loads were sent down the river, and 3 of the arks were wrecked; the remaining coal bringing $21 a ton. In 1818 the river was cleared and 365 tons were sent to Philadelphia, which stocked the market for a year. It was floated down in wooden arks, which were broken up for lumber at Philadelphia; and the boatmen returned to the mts. on foot, bearing the iron-work of the arks to build new ones with. This process lasted for 13 years, and in 1841 13 M. of arks were built, and carried 41,000 tons to the city. The coal was carted over the hills for 9 M. until 1827, when the Summit Hill R. R. was built, and operated by mule-power. The mules rode down with the coal, and then dragged the empty cars up to the Summit. In 1844 stationary engines were substituted. The Lehigh slack-water navigation was opened in 1829, and the canal extended N. to Whitehaven until its destruction by the great freshet of 1862. In this flood many scores of lives were lost; all the bridges, locks, and dams were swept away; and the Mansion House had 28 inches of water on the second floor. The wrecked canal was replaced by a first-class railroad. The Lehigh Coal and Navigation Co. owns 6,500 acres of land about Mauch Chunk, estimated to contain 600,000,000 tons of coal. Its capital is $20,000,000, and the coal shipments to the E. in 1873 amounted to nearly 3,000,000 tons.

For many years the people refused to buy the coal, doubting its inflammability, and mechanics were often bribed to try it. The city of Philadelphia attempted its use at the water-works; but the engineers asserted that it put out the fires, and the remainder of the consignment was broken up and scattered on the side-walks. The coal-bed on Mauch Chunk Mt. is the thickest known (53 ft.), and the coal itself is the hardest which can be found.

The *Mauch Chunk & Summit Hill R. R.* runs 8 passenger-trains daily (fare, 50c.; round trip, 90c.; hotel-coach to and from the station, ½ M., 25c. each way). Ascending Susquehanna St. by the Court House, and passing up the hill between the Packer (l.) and Leisenring (r.) mansions, several coal-shutes are seen on the r., and the hamlet of E. Mauch Chunk is overlooked. The cars are pulled up from Upper Mauch Chunk by broad steel bands attached to stationary engines at the summit, and are provided with iron arms which would drop into the central ratchet-rail and hold the car if anything gave way. No accident has ever taken place on this road. The bands and cogs are attached to the "safety-car," which is behind the passenger-cars (accommodating 30 persons each). Before the decline of the coal-traffic over this route the coal-cars carried 3 tons each, and each descending loaded car drew up an empty one. The first plane leads to the summit of **Mt. Pisgah**, 850 ft. above the river, by a track which ascends 664 ft. in a length of 2,322 ft. (6–8 minutes). A grand view is obtained from Mt. Pisgah, including many of the Blue Mts., the Lehigh Water Gap, Schooley's Mt. (56 M. distant), and the busy scenes on the river below, with the quaint street of Mauch Chunk. ½ M. from this summit is the far-viewing Pavilion. The train now starts on the gravity-road, and runs down for 6½ M. to a village at the foot of Mt. Jefferson, descending 302 ft. Here another plane is climbed by a safety-car over a track which ascends 462 ft. in a length of 2,070 ft., and the summit of *Mt. Jefferson*, the highest point on the road, is reached. The Bloomingdale Valley is seen throughout its whole extent from this peak. After 1 M. of transit (descending 45 ft.) the train stops at **Summit Hill** (3 hotels), the chief town of the district, with 2,000 inhabitants (miners and their families), and a gloomy and massive old stone tower which was built for an armory. The clear mt. air attracts many summer visitors to this place. Tamaqua is visible from the summit, far below; and the Panther-Creek Valley opens away in another direction, with the long-discontinued route of the gravity railroad leading out for 2 M. The latter section is the centre of the coal region, and visitors sometimes enter the mines there. Immense breaker buildings and mountainous heaps of coal-dust are scattered through the valley, and the remains of the old Switch Back R. R. are seen on the slopes. Near Summit Hill are 3 mines which have been burning since 1832, although great sums of money have been spent in endeavors to extinguish them. The intensity of the heat about the mouth of the crater has calcined and shattered the rocks. The return to Upper Mauch Chunk is made on a descending

grade of 96 ft. to the mile, and the distance (9 M.) is traversed in 20–30 minutes.

Glen Onoko is 2 M. above Mauch Chunk, and has recently been opened and provided with paths and bridges. It is a ravine varying from 10 to 80 ft. in width, and ascending W. for 900 ft. to the summit of Broad Mt. The rock and forest scenery is attractive, and there are numerous cascades, which are beautiful *in seasons of high water.* Leaving the Lehigh near the sharp curve at the Turn Hole Bridge, the visitor passes the Entrance Cascade and Pool, the Crystal Cascade, the Pulpit Rocks (l.), Moss Cascade, and the white descending waters of the Fawn's Leap. Pleasant views of the *Spectre Cascade* are obtained from the rustic bridge below, and then the heart of the glen is entered, with its tall hemlocks bending around the *Stairway Cascades.* From the knoll beyond the next bridge is gained a fine view of the falls in advance, with a downward retrospect through the forest. The *Chameleon Falls* are 50 ft. high, and derive their name from their prismatic colors. The *Elfin Grotto* and *Tempest Rocks* are passed, and then the Rainbow Cascade, beyond which are the **Onoko Falls,** the most notable of the series, where the brook plunges over a cliff 75–90 ft. high. Climbing the cliff, and crossing the water at the head of the falls (to the l.), *Sunrise Point* is soon reached, with its view down the Lehigh Valley, by Mauch Chunk, to the Water Gap. Then *Terrace Falls* are seen, and the *Cave Falls,* behind which is a shallow grotto which is frequently visited for the sake of the outlook through the falling waters. A forest-path leads up to the *Rock-Cabin* (in 3–400 ft.), a favorite resting-place. ¼ M. thence (and 1½ M. from the entrance) is *Packer's Point,* which is provided with an elevated rustic platform from which a broad valley-view is gained.

James Run is a picturesque trout-brook, near whose head is a cluster of singular sand-springs. *Stony Creek* flows through fine forest scenery above Glen Onoko, and forms the bright *Minisink Falls.* S. of Mauch Chunk are Judge Packer's deer-parks and Lentz's trout-ponds, containing 500,000 trout. *Prospect Rock* is a projecting ledge just S. of the Mansion House, commanding a view of the valley and villages. Above this point is the Flag-Staff peak (30 minutes from the Mansion House), with a far more extensive view. The tall trunk of a lightning-blasted hemlock-tree formerly stood on this summit; and on its topmost section an American flag was nailed in 1861, and left until torn to pieces by storms. At the outbreak of the Franco-Prussian war a Prussian flag was fastened here, and the tree was cut down the following night by sympathizers with the French.

After leaving Mauch Chunk, the train passes E. Mauch Chunk and Glen Onoko, and then *Coalport,* a prominent coal-shipping point at the

head of the canal. The *Kittochtinny Gorge* is soon passed on the r., and the scenery grows very picturesque. Tall wooded hills hem in the ravine through which flows the impetuous Lehigh, and the narrow ledge on the opposite bank is occupied by the L. & S. R. R. The train soon crosses the river to **Penn Haven Junction,** near the long planes of the Hazleton Coal Co.

From this point diverge 3 branch roads through the coal-regions to the W. The *Beaver Meadow Division* passes Black Creek Junction and Weatherby (with locomotive and car-works), then ascends for 3 M. a grade of 145 ft. to the mile, and at *Hazle Creek* diverges from the Mahanoy Division and the Buck Mt. R. R. (which runs 3 M. N. to collieries which employ 300 hands, and yield 180,000 tons yearly). The coal-mining villages of Beaver Meadow, Leviston, and Jeanesville are next passed, with mounds of black dust and refuse along the track, and the immense coal-breaker buildings are seen here and there. *Audenried* (16 M. from Penn. Haven) is the terminal station, and has the largest breakers in the Beaver Meadow district. The *Mahanoy Division* diverges at Black Creek, and traverses a lumber region to the Little Schuylkill River, which is crossed by a fine viaduct 85 ft. high. At Quakake Junction connections are made with the Catawissa R. R. (see Route 47). The train now ascends Broad Mt. on a grade of 76 ft. to a mile, and extensive and beautiful views are gained from the windows. At *Delano* are large railroad repair-shops, and 4 M. beyond is **Mahanoy City** (*Mansion House*), which has 6,000 inhabitants and 10 churches (2 Welsh, 2 German). In this vicinity are 20 collieries, with a capital of $1,500,000, employing 4,000 men and boys, and having a capacity of 7 – 800,000 tons a year. The "city" has grown mostly since 1862, and has 1 bank, 2 weekly papers, and a main street 1 M. long and 80 ft. wide. The name *Mahanoy* is Indian. Passing now the collieries at Myersville and Yatesville, the train enters the borough of *Shenandoah* (2 inns). This place was founded in 1863, and has 5,000 inhabitants, 2 banks, a weekly paper, and 9 churches (3 German, 3 Welsh). It is situated in the rich Shenandoah coal-basin, which contains 4 square M., and has 12 collieries, producing, in 1872, 1,006,914 tons. The train passes thence down the valley by the mines at Raven Run and Centralia to *Mt. Carmel* (6 collieries; 600,000 tons yearly). The coal-roads of the Reading R. R. are often seen W. of Mahanoy, and on their line passenger trains run from Mt. Carmel to Sunbury, on the N. Central R. R.

The *Hazleton Division* diverges from the Beaver Meadow Division at Hazle Creek Bridge, and has several branch tracks through the coal-fields. Stations, Jeddo (300,000 tons yearly), Drifton (150,000 tons), Woodside (50,000 tons), Highland (75,000 tons), Ebervale (250,000 tons), Harleigh (150,000 tons), Lattimer (200,000 tons), Milnesville (75,000 tons), and Stockton (350,000 tons). **Hazleton** is 1,800 ft. above the sea, and has

5,000 inhabitants, 8 churches, and a daily paper. It is well laid out, and has an ample supply of gas and water. The main street is 1 M. long and 100 ft. wide, and has many fine buildings, chief among which is the town-hall. Large railroad-shops are located here, and over 1,000,000 tons of coal are mined in the vicinity every year. Here is the deepest mine in the U. S., having a perpendicular depth of 970 ft. The railroad crosses the mts. over the Conyngham Valley, and at Tomhicken connects with the Danville, Hazleton & Wilkes-Barre R. R., which runs W. to Sunbury in 44 M.

Beyond Penn Haven the main line continues up the narrow glen of the Lehigh, through Tyrolese scenery. *Stony Creek* is a famous trouting stream, and far up in its ravine are the Minisink Falls. Deep cuts are traversed, and the line is carried along the steep slopes on substantial galleries. Passing several lumber-stations and the small hamlets of Rockport and Tannery, the train follows the Lehigh River for many miles, with the Green Mts. on the l., then crosses to *Whitehaven* (dinner at restaurant in the station; Whitehaven Hotel), a large village on the verge of the middle coal-field, and chiefly engaged in the lumber business (36,000,000 ft. yearly). A canal was formerly used between Whitehaven and Easton, but it was destroyed in 1862 by a flood, which rose 30 ft. high, and destroyed 150 human lives, and $2,500,000 worth of property (including every bridge on the Lehigh save three). The train runs near the Lehigh & Susquehanna R. R. for many miles over heavy upward grades, and after passing the Luzerne Ochre Works at *Moosehead* turns W. and traverses the rugged Nescopec Mts. to *Fairview* station at Mountain Top (inn), whence the Wapwallopen Valley is seen in the S. W. for over 40 M. The L. & S. R. R. is now crossed, and the track begins to descend in Solomon's Gap. Ashley village is seen in the Valley of Wyoming, 3 M. distant, and an inclined plane for coal-cars descends thence from the Gap (its stationary engines are seen on the r.). The railroad now runs S. for 5 M., then turns sharply and runs N. 6 M., thus reaching on long descending planes the valley and the villages of Newport and Ashley. The views of Wyoming Valley are very beautiful. The grade averages 95 ft. to the mile. Beyond Newport and Espy's Gap, *Warrior's Gap*, with its coal-breaker, is seen on the r. In these dark defiles hundreds of fugitives from the valley took refuge during the massacre of 1778. Beyond Sugar Notch large collieries are seen on the r., and from Ashley, Solomon's Gap and its inclined plane diverge to the r. The train soon enters **Wilkes-Barre** (* *Wyoming Valley Hotel*, $3.50 a day, $14-20 a week, a summer resort fronting on the river; *Luzerne House; Exchange*), the capital of Luzerne County, pleasantly situated on the Susquehanna River. It has 25,000 inhabitants, 18 churches, and 5 banks. The principal business streets intersect at a diamond-shaped square in the

centre of the city, on which is the *Court House*, a large structure in a peculiar Romanesque architecture. The county prison is of stone, and cost $200,000. On the hill N. of the city is the Memorial Presbyterian Church, the finest in the valley. The rooms of the Historical Society contain several cabinets of antiquities and of geological specimens. A broad esplanade fronts on the river, and is lined with costly and ornate villas, each of which stands detached, and looks out over the riparian lawns to the wall of mts. beyond the plains of Kingston. The Opera-House is the finest in N. Penn; and the public library is much frequented. The society of the city is of a high order, and is favorably known for its literary culture. The pleasant situation of Wilkes Barre, and the vicinity of fine scenery and hunting-grounds, have made it a summer resort of considerable popularity. A new steamboat makes pleasant daily trips along the Susquehanna, between Wilkes-Barre and Nanticoke (9 M.).

Wilkes-Barre was named in honor of John Wilkes and Colonel Barré, eminent Englishmen who defended in Parliament the rights of the American colonies. It was founded in 1772, but was burned during the Pennamite War, and advanced but slowly until the coal development began. It became a city in 1871. Anthracite coal was used by the Yankee settlers before the Revolution, and the Red Ash Mine was opened in 1807. Since that time (and especially since 1850) the production has been immense. There are 8 companies engaged in mining about the city, with 30 breakers, employing 12,500 men and boys, and having a capacity of about 4,500,000 tons yearly. The northern coal-field extends from below Shickshinny, through the Susquehanna and Lackawanna valleys, to Carbondale, covering an area of 77 square M. It is estimated that 2,285,600,000 tons underlie this tract. The rich Wyoming veins average 80 ft. in aggregate thickness, and will yield 80,000 tons to the acre. Horse-cars run from Wilkes-Barre to *S. Wilkes-Barre* and Ashley; also (crossing the river) to *Kingston*, the seat of the fine buildings of the Wyoming Seminary. The Lackawanna & Bloomsburg R. R. runs from Kingston to Scranton (17 M. N. E.) and Northumberland (63 M. S. W.).

Many interesting excursions may be made from this point. **Prospect Rock** is 2 M. distant, and 750 ft. above the river (the highway ascends the mt. to within 500 ft.). The * view includes the city and river, the opposite mts., and a great part of the Wyoming Valley.

"There is a beetling precipice upon the verge of the eastern barrier, called 'Prospect Rock,' from the top of which nearly the entire valley can be surveyed at a single view, forming one of the richest and most beautiful landscapes upon which the eye of man ever rested. Through the centre of the valley flows the Susquehanna, the winding course of which can be traced the whole distance. Several green islands slumber sweetly in its embrace, while the sight revels amidst the garniture of fields and woodlands; and to complete the picture, low in the distance may be dimly seen the borough of Wilkes-Barre, especially the spires of its churches." (STONE, *History of Wyoming.*)

Harvey's Lake (* *Lake House*) is 12 M. N. W. of Wilkes-Barre, and is a vast spring of pure clear water, 200 ft. deep, and covering 1,285 acres. It is much visited for its boating, fishing, and game dinners, and is reached by a road which crosses the W. mt.-wall and affords beautiful valley-views. The lake is 1,000 ft. above the Susquehanna, and is overshadowed by the main range of the Allegheny Mts.

The site of *Forty Fort* is 4 M. N. of Wilkes-Barre; and just beyond (near the hamlet of Troy) is a massive granite monument, 62½ ft. high, over the remains of those who were slain during the battle and massacre. The road passes on to the site of Wintermoot's Fort (1½ M.), near the pretty Monocasy Island. *Queen Esther's Rock* is shown near this point, and marks the place where Queen Esther of the Senecas (otherwise called Kate Montour; a daughter of the Marquis de Frontenac) massacred 14 American soldiers with her own hand. The **Valley of Wyoming** is favorably seen by driving up this river-road. It is 20 M. long by an average width of 3 M., and is bounded by mt.-walls, of which that on the W. is 800 ft. high, and that on the E. is 1,000 ft. high. The valley is nearly elliptical, and is traversed by the Susquehanna River in a gentle current, 6–700 ft. wide and 4–20 ft. deep. The river enters on the N. E. through the rocky defile of the Lackawannock Gap, and passes out to the S. W. through the Nanticoke Gap. The alluvial plains which border this fair stream are remarkably rich and productive, and are underlaid by thick strata of anthracite coal.

"On Susquehanna's side, fair Wyoming!
. . . . .
. . . . thou wert once the loveliest land of all
That sees the Atlantic wave their morn restore.

"Delightful Wyoming! beneath thy skies
The happy shepherd swains had naught to do
But feed their flocks on green declivities,
Or skim perchance thy lake with light canoe,
From morn till evening's sweeter pastime grew

"With timbrel, when beneath the forests brown
Thy lovely maidens would the dance renew;
And aye those sunny mountains half-way down
Would echo flagelet from some romantic town.
. . . . .

"Whoop after whoop with wrack the ear assailed!
As if unearthly fiends had burst their bar,
While rapidly the marksman's shot prevailed;
And aye, as if for death, some lonely trumpet wailed."
(CAMPBELL, *Gertrude of Wyoming.*)

The Valley of Wyoming was first occupied by the Susquehannocks, a powerful and semi-civilized clan of Indians. After the Leni Lenape nation (Delawares) had marched from the remote West and conquered the Mississippi Valley, they advanced to the Atlantic coast and occupied it from the Potomac to the Hudson. The Susquehannocks were driven from their homes, and the Minisink tribe of the Delawares occupied the Valley. These were succeeded by a clan of the Shawnees, "that restless nation of wanderers," who had been driven from Florida and were adopted and protected by the Delawares. They built a town near the present site of Kingston, and by 1732 had 3–400 warriors. After the subjugation of the Delawares by the confederated Six Nations (of New York), in 1742, they were ordered to Wyoming by their conquerors, and built the town of *Maughwawame*, near the present Wilkes-Barre. About the same time the Nanticoke Indians moved from the eastern shore of Maryland into the lower part of the Valley, near the Nanticoke Falls of the Susquehanna. In 1742 Count Zinzendorf and another Moravian missionary came to the Shawnee town to establish a mission; but the natives, suspicious of European rapacity, determined on his assassination. "The count was alone in his tent, reclining upon a bundle of dry weeds, destined for his bed, and engaged in writing, or in devout meditation, when the assassins crept stealthily to the tent upon their murderous errand. A blanket-curtain, suspended upon pins, formed the door of his tent, and, by gently raising a corner of the

curtain, the Indians, undiscovered, had a full view of the venerable patriarch, unconscious of lurking danger, and with the calmness of a saint upon his benignant features. They were awe-stricken by his appearance. But this was not all. It was a cool night in September, and the count had kindled a small fire for his comfort. Warmed by the flame, a large rattlesnake had crept from its covert, and, approaching the fire for its greater enjoyment, glided harmlessly over one of the legs of the holy man, whose thoughts, at the moment, were not occupied upon the grovelling things of earth. He perceived not the serpent; but the Indians, with breathless attention, had observed the whole movement of the poisonous reptile; and, as they gazed upon the aspect and attitude of the count, ... their enmity was immediately changed to reverence; and, in the belief that their intended victim enjoyed the special protection of the Great Spirit, they desisted from their bloody purpose and retired. Thenceforward the count was regarded by the Indians with the most profound veneration." A mission was established, which lasted many years. About the year 1755, while the Shawnee and Delaware hunters were on the mts., their wives and children were gathering fruit together, when a quarrel arose between certain of the little ones about the possession of a large grasshopper. The mothers took the part of their children, and the war of words was succeeded by a physical contest in which several Shawnee women were maltreated. On the return of the hunters to the towns, the incensed Shawnees attacked Maughwawame, and, after a long and obstinate battle, were repulsed with great slaughter. The Delawares then drove them from the Valley, and they retired to Ohio, and the Nanticokes soon moved to Chemung. After Braddock's defeat the Delawares became insurgent, and ravaged the Penn. settlements, until they were pacified by the Moravians and Sir Wm. Johnson; and after the great council at Easton they retired to the Valley, where houses were built for them by the province. The Royal Charter of Connecticut (1664) defined the territory of that colony as extending from Narragansett Bay to the Pacific Ocean, and consequently including all of Northern Penn. In 1762 several hundred Conn. people moved into the Valley, and made a thriving settlement near Maughwawame. But the vengeful Iroquois, having murdered Teedyuscung, chief of the Delawares, fathered the crime upon the new immigrants, who were soon furiously assailed by the grieving tribe, and forced to flee from Wyoming. 30 of the men of Conn. were massacred, and their deserted village was given to the flames. The troops of Penn. then drove the Indians from the district, and colonists from that province entered. In 1769 a large colony came from Conn. and fortified themselves against Penn., which claimed the territory; and a series of attacks and reprisals began. 240 Penn. troops, with artillery, soon entered the Valley, and, after a siege, took the fort, plundered the village, drove off the stock, and ejected the New England men. In March, 1770, the men of Conn. returned in force, and captured the place after a siege and cannonade; and, 7 months later, 140 Pennsylvanians crossed the mts. and fell by surprise on the settlement. Hundreds of prisoners were taken thence to Easton; the fort was carried by a night-assault in which several were killed; and the farm-houses were completely stripped. In December the fort was retaken by Connecticut men and Lancastrians, who evacuated it by night after repulsing an attack in which the Penn. commander was killed. July 6, 1771, a resolute Conn. force descended from the mts. and invested Fort Wyoming. After a six weeks' siege, in which several were killed and wounded on each side, the place was surrendered, and the Valley was soon filled with Yankee settlers. It was attached to Litchfield County, and was represented in the Conn. Assembly. Late in 1775, 700 Pennsylvanians marched against the colony, but were repulsed with severe loss by the settlers ambushed in the defile at Nanticoke Falls. Soon afterwards 300 men marched from the Valley to the Continental army. In the summer of 1778, 400 Tory Rangers and Royal Greens and 700 Indians (mostly Senecas) advanced against Wyoming, and were valiantly attacked by Col. Zebulon Butler with 400 of the settlers, — mostly old men and striplings. The enemy was at first driven back by the heroic charges of the Americans, but the little force was soon outflanked and enveloped by the Indians, and a horrible massacre ensued. The non-combatants of the Valley fled to Forty Fort (5¼ M. N. of Wilkes-Barre), and over the mts. to Stroudsburg: and scores of women and children perished amid the gloomy defiles and swamps of "The Shades of Death." The survivors of the battle gathered at Forty Fort, but that place was surrendered next day, and the entire Valley was then swept with fire and rapine. Over 300

persons fell on this mournful day, although the carnage ended when the fort surrendered. A few bold settlers returned after the enemy had departed, and forts were erected, but the savages frequently swept through the district. Another great swarm from the New England hive settled here about 1780, and in 1782 the State of Penn. took the forts, disarmed and plundered the people, and drove them into the wilderness, where many died of hardship and exposure. New swarms from Conn. and fresh levies of Penn. troops kept up a state of hostilities here for years, with sieges and bloodshed and captivities. (These outrages and ejectments were done by the State in the interest of the proprietors chartered by Penn; but the people of the State were in sympathy with the Conn. colonists.) In 1799 the "Pennamite Wars" were happily ended by the cession of the 17 townships of the Valley to the New-Englanders. "The population of that part of Penn. is chiefly rom New England; and for the last 35 years the Valley of Wyoming has been as remarkable for its tranquillity as for the preceding 50 years it had been for its turbulence."

Beyond Wilkes-Barre the Lehigh Valley R. R. follows the river, and passes the Wyoming, Henry, Burroughs, and Enterprise collieries on the r. On the l., across the river, are the villages of Kingston, Forty Fort, and Wyoming (beyond Monocasy Island). Passing Plainesville, Inkermann, and the Penn. Coal Co.'s collieries, the train enters the borough of **Pittston**, situated near the confluence of the Susquehanna and Lackawanna Rivers. With the adjacent mining villages, Pittston has a population of over 16,000 (borough, census of 1870, 6,760 inhabitants). Its reason for being is the immense deposit of coal in the vicinity; and the shafts, planes, and breakers of the Penn. Coal Co. are seen on every side. 2,200,000 tons is the yearly product of this district. The suburb of *W. Pittston* is pleasantly situated across the Susquehanna, at the head of the Wyoming Valley.

At Pittston the Lehigh & Susquehanna R. R., which has followed the present route from Easton, diverges to the N E. to Scranton. The Lehigh Valley train passes on to the rails of the Penn. & N. Y. Canal & R. R. Co. (under the L. V. R. R. management), and connects at the L. & B. Junction with the Lackawanna & Bloomsburg R. R. (for Northumberland and Scranton).

Crossing the Lackawanna River, the train passes on by Coxton (opposite the far-viewing Campbell's Ledge), Ransom, Falls (pretty cascade seen from the cars), McKune's (opposite Keelersville), and La Grange, and reaches **Tunkhannock.** This is the capital of Wyoming County, and has 4 churches and a bank. There are blue-stone quarries in the vicinity, and the village has a large trade with the rural valley-towns. It is pleasantly situated amid picturesque scenery at the confluence of the Tunkhannock Creek and the Susquehanna River, and is near Triangle Hill, a lofty spur of the Tunkhannock Mt. A bridge crosses the river to Eaton, near which is the tall peak called *The Knob.*

A narrow-gauge railroad runs from Tunkhannock, across the hill-towns of Lemon, Springville, and Dimock, to **Montrose,** the capital of Susquehanna County, 27 M. N. It is a borough of 1,500 inhabitants, and is situated on the highlands near the head of Wyalusing Creek. Daily stages run S. E. to Montrose station (Route 44). About 10 M. N. W. is the convent and college of *St. Joseph,* near Silver Lake.

Vosburg is 1 M. from Tunkhannock, but the line follows the sinuosities of the river for 6 M. in order to reach it. The hills rise on every side, and the train sweeps around broad curves and passes ever-changing combinations of forest and rock scenery. Stations, Meshoppen, Black Walnut, Skinner's Eddy, and Laceyville, near each of which are lucrative quarries of blue-stone (for sidewalks and steps). *Wyalusing* (an Indian name said to signify "the beautiful hunting-grounds") is a pleasant village near the fruitful Plains of Wyalusing. On these intervales was a large village of Delaware Indians, holding the war-path to the land of the Five Nations. They were taught in a vague pagan morality by the sagacious Papunhank, but were afterwards visited by the Moravian Zeisberger, who converted Papunhank and his followers. The village was partially broken up during Pontiac's War, and was refounded about 1766, bearing the name of *Friedenshutten* ("the Tents of Peace"). From the tower of the Moravian-Indian church sounded the first bell in the upper Susquehanna Valley. In 1772 the people of Wyalusing moved to Ohio; and their memory is honored by a neat granite obelisk, erected by the Moravian Historical Society, just S. of the village.

Frenchtown is in the district which was inhabited by the refugees from Paris during the Revolution of 1793. They settled upon the lands of Robert Morris, and formed a pleasant village, but returned to France some years after, leaving a few of their number in occupation. The Marquis de Noailles was one of the leaders of these *emigrés*, and other Royalist officers were present. Louis Philippe, Duke of Orleans, spent some time at Frenchtown, and it is claimed that the king and queen were to have joined their nobles here. "The Queen's House" was built in a remote and secluded place in the forest; but Marie Antoinette was doomed to die a terrible death in Paris, and could not exchange the gardens of Versailles for the wilds of Susquehanna. Stations, *Rummerfield*, *Standing Stone* (near a great stone which here stands in the river, and was a landmark for the early Indians), and *Wysauking*, a pretty farming village whose name signifies "the Place of Grapes." Stages run N. and E. to Leraysville, Orwell, and Rome (near which are sulphur-springs). The train now runs through straight narrows between high cliffs, and passes **Towanda** (*Ward House; Mean's Hotel*), a thriving and handsome borough situated in a broad bend of the Susquehanna, and much visited in summer. It is the capital of Bradford County, and has nearly 3,000 inhabitants, with 6 churches, a bank, 3 weekly papers, and prosperous manufactories. The Susquehanna Collegiate Institute is a Presbyterian academy situated on a hill S. W. of the village, and has about 230 students (of both sexes). The borough has a lucrative trade with the surrounding country (which is populated with descendants of the New England immigrants of the last century), and exports large quantities of poultry and dairy products.

The name *Towanda* is said to signify "the Burial-Place," and is derived from the fact that the Nanticoke Indians, who had moved hither from the E. shore of Maryland, returned to their ancient domains and removed the bones of their ancestors to this place. Stages run from Towanda to Troy, Orwell, and Canton (26 M.); and the *Barclay R. R.* runs S. W. up the narrow valley of Towanda Creek to the coal-mines at Barclay, 16 M. distant, under the Towanda Mts. The *Sullivan & Erie R. R.* runs S. W. from Towanda, leaving the Barclay R. R. 7 M. beyond the borough, and passing S., by New Lancaster and Dushore, to *Bernice* (29 M.), situated on a lofty plateau near New Theuringen and Laporte, and in the vicinity of profitable coal-mines. These railroads are chiefly used for transporting bituminous coal, and more than 1,000,000 tons passed over their lines in 1871 – 73.

The train now crosses the Susquehanna, and runs N. near the Penn. & N. Y. Canal. *Ulster* is in the ancient Sheshequin district, formerly a Moravian mission-station; and *Milan* is near the old home of Queen Esther, whose "palace" was destroyed by Sullivan's army in 1779. The line now enters a more open country, and reaches **Athens** (*Exchange Hotel*), a prosperous village situated on the intervales at the confluence of the Susquehanna and Chemung Rivers. The Indian village on Tioga Point was known as *Diahoga,* and was one of the largest in Penn., being the "South Door" of the "long house" of the Six Nations, and under the guard of the Senecas. Here the Six Nations located the Delawares after their subjugation, and they remained until 1758, when the tribe moved to Wyoming. The Tory-Indian forces rendezvoused here before and after the Massacre of Wyoming, and Sullivan's army encamped here and fortified the point in 1779. Athens was settled in 1783, and was laid out and organized by Conn. in 1786. It was made a borough in 1831, and has 1,000 inhabitants, with 6 churches, 2 weekly papers, and a large trade in hay, grain, and butter. N. W. of Athens is *Spanish Hill,* a far-viewing bluff 178 ft. high, with remains of old fortifications. It is said that Spanish coins have been found there. The Indians called it Spanish Hill, and carefully avoided its vicinity; and it is held that the military works were erected by the Marquis de Nonville in 1688 (perhaps by De Soto, see page 170). The train crosses the Chemung River, passes *Sayre,* and enters New York State, reaching the Erie Railway at Waverly.

Waverly to Buffalo and Niagara, see page 227; to Watkins Glen, see page 208.

The *Ithaca & Athens R. R.* runs N. from Athens and Sayre to Ithaca in 40 M., ascending the Cayuta Valley to Van Ettenville, whence it turns E. to Spencer. N. Spencer is near the sulphur and chalybeate waters of *Spencer Springs,* a summer resort with 2 hotels. Skirting the rugged highland towns of Danby and Newfield, the train passes the hills in whose recesses are the Buttermilk, Newfield, and Enfield Glens, and follows the Cayuga Inlet to Ithaca (see page 204).

The Southern Central R. R.

runs N. from Sayre through Central N. Y. and by Lake Owasco and Auburn, to Fairhaven, on Lake Ontario, intersecting the Erie, Ithaca & Elmira, N. Y. Central, and Lake Ontario Shore Railroads. Fare from Sayre to Fairhaven, $ 3.65.

Stations. — Sayre ; Smithboro', 9 M. ; Tioga, 13 ; Owego, 19 ; Flemingville, 23 ; Newark, 28 ; Berkshire, 34 ; Richford, 38 ; Harford, 44 ; Dryden, 50 ; Freeville, 53 ; Groton, 58 ; Locke, 64 ; Moravia, 68 ; Wyckoff's, 78 ; Auburn, 85 ; Weedsport, 95 ; Cato, 103 ; Martville, 111 ; Sterling, 113 (Oswego, 129 ; 386 M. from Phila.) ; Fairhaven, 116.

The train diverges to the N. E. at Sayre, and runs along the Susquehanna River, the track lying near that of the Erie Railway for 13 M. At Owego (see page 227) the line turns N. up the Owego River, and traverses several of the hill-towns of Tioga County. Passing near *Dryden Lake* (1 M. long; 1,500 ft. above the sea) and the thriving village of Dryden, the Ithaca & Cortland R. R. is intersected at *Freeville*, and the train crosses the towns of Groton and Locke. *Moravia* is pleasantly situated on the rich alluvial flats 3 M. S. of the head of Owasco Lake, and is surrounded by picturesque hill-scenery. A pleasant road leads 10 M. N. E. across the town of Sempronius to the sequestered Glen Haven Water Cure, at the head of Skaneateles Lake (see page 200); and the beautiful hamlet of Aurora is about 16 M. W., on Cayuga Lake. At Owasco Valley the train reaches **Owasco Lake** (see page 201), whose W. shore is now followed for 10 M., affording pleasant views of the narrow and tranquil waters. The Old Road of the N. Y. Central is crossed at **Auburn** (see page 200), and the New Road is met at *Weedsport* (see page 170), 10 M. N. The train next traverses the towns of Cato and Ira (adjoining Conquest and Victory) intersects the Lake Ontario Shore R. R. at *Sterling*, and reaches its terminus at **Fairhaven,** a port on Little Sodus Bay, one of the best harbors on Lake Ontario.

46. Philadelphia to Saratoga and Montreal. Sharon Springs and Otsego Lake.

By the N. Penn., Lehigh & Susquehanna, and Delaware & Hudson Canal Co.'s. Railroads. The districts which are traversed by these connecting lines are full of interest, and drawing-room cars reduce the hardships of travelling to a minimum. The distance from Phila. to Saratoga by this route is somewhat longer than by way of New York (Routes 37 or 39, 8, and 10), but many travellers prefer it on account of the variety of the hill-scenery. The Saratoga route nearly coincides for 125 M. with the Lehigh Valley route to Central New York (using also with that line the N. Penn. R. R. to Bethlehem) ; and as the latter is perhaps the more important, the country between Phila. and Wilkes-Barre is described under its heading (Route 45). Information relative to fares, excursion-tickets, and connections may be obtained in Phila. at 700 Chestnut St., 105 S. Fifth St., or the N. Penn. station ; and in New York at the station of the Central R. R. of N. J. (foot of Liberty St.). Through cars run from Phila. to Scranton (also from N. Y. to Williamsport or Scranton).

Stations. — *N. Penn. R. R.* — Philadelphia ; York Road, 7 M. ; Fort Washington, 10 ; Lansdale, 22 ; Souders, 27 ; Quakertown, 38 ; Coopersburg, 44 ; Bethlehem, 55. *Lehigh & Susquehanna R. R.* (running from Easton, 11 M. N. E. of Bethlehem). — Allentown, 60 ; Catasauqua, 64 ; Laubach's, 66 ; Siegfried's Bridge

67 ; Treichler's, 71 ; Walnutport, 75 ; Lehigh Gap, 78 ; Parryville, 83 ; Weissport, 85 ; Lehighton, 86 ; Mauch Chunk, 89 ; Penn Haven Junction, 96 ; Rockport 104 ; White Haven, 110 ; Penobscot, 123 ; Ashley, 136 ; Wilkes-Barre, 139 ; Pittston, 148 ; Moosic, 152 ; Scranton, 158 ; Green Ridge, 160. *Del. & Hudson R. R.* — Providence, 161 ; Dickson, 162 ; Olyphant, 164 ; Peckville, 165 ; Archbald, 169 ; Gibsonburg, 172 ; Carbondale, 176. *Jefferson Branch, Erie Railway.* — Forest City, 181 ; Uniondale, 187 ; Herrick Centre, 189 ; Ararat Summit, 194 ; Thompson's, 200 ; Starucca, 203 ; Nineveh Junction, 211 (divergence of the Erie R. R. to Binghamton). *Nineveh Branch.* — Comstock, 218 ; Windsor, 221 ; Ouaquaga, 224 ; Centre Village, 229 ; Nineveh, 232. *Albany & Susquehanna R. R.* (main line). — Binghamton to Nineveh, 23 M. ; Afton, 237 M. (from Phila.) ; Bainbridge, 243 ; Sidney, 248 ; Unadilla, 252 ; Wells Bridge, 256 ; Otego, 261 ; Oneonta, 269 ; Colliers, 275 ; C. & S. V. R. R. Junction, 276 (branch to Cooperstown, 292) ; Maryland, 281 ; Schenevus, 284 ; Worcester, 289 ; E. Worcester, 294 ; Richmondville, 301 ; Cobleskill, 306 (branch to Hyndsville, 311 ; Seward, 315 ; Sharon Springs, 320 ; Cherry Valley, 329) ; Howe's Cave, 312 ; Central Bridge, 315 (branch to Schoharie, 319½ ; Middleburg, 325½) ; Esperance, 320 ; Quaker Street, 324 (branch to Schenectady, 339) ; Duanesburg, 327 ; Knowersville, 334 ; Guilderland, 337 ; New Scotland, 340 ; Slingerlands, 344 ; Albany, 351 (Boston, 552) ; Saratoga, 389 ; Montreal, 628.

The train leaves the station on Berks St., Phila., and runs N. over the N. Penn. R. R. (Route 45) to **Bethlehem** (see page 301). At this point the Lehigh & Susquehanna R. R. is intersected (coming from Easton, 11 M. N. E.), and the train turns to the S. W. up the valley of the Lehigh, with the Lehigh Valley R. R. on the opposite shore under the slopes of South Mt. **Allentown** is soon seen, crowning a symmetrical hill on the l., and is reached from the station by crossing the Lehigh River and the fine viaduct over the Jordan valley (see page 304). The line now ascends the valley through a rich mining district, passing Catasauqua (see page 305) and Hokendauqua, and at *Laubach's* (opposite Coplay) the slate region is entered. *Siegfried* is opposite Whitehall; the flour and lumber mills of *Treichler* are opposite Rockdale ; and *Walnutport* is opposite the great slate-quarries of Slatington (see page 306). The long dark ridge of the Blue Mt. is now approached, and the train traverses the narrow pass which is called the *Lehigh Water Gap.* The next important stations are *Parryville,* near valuable paint-mines and iron-works; and *Weissport,* opposite *Lehighton,* to which the train passes by a bridge over the river. The Big Creek and Mauch Chunk Mts. are now rapidly approached, and beyond *Packerton* (Lehigh Valley R. R. coal-depot) the line traverses a narrow and winding gorge and reaches **Mauch Chunk** (see page 307). The picturesque church and village, the spacious Mansion House, and the terminal peak of the Summit Hill R. R., are seen as the train sweeps on to Coalport, the chief coal-depot of this line.

The *Nesquehoning Valley Branch* diverges from Mauch Chunk and traverses a rugged country to Tamanend, 18 M. S. W., showing some bold and imposing works of engineering. The Nesquehoning Valley lies between Broad Mt. (r.) and Sharp Mt. (l.), and near its end the line passes through Broad Mt. in a tunnel 5,000 ft. long. Beyond Hometown the wild gorge of the Little Schuylkill is crossed on a timber bridge 1,200 ft. long and 158 ft. high ; and the train passes on to **Tamanend** (under Mahanoy Mt.), where it connects with the Catawissa R. R. for Williamsport (see Route 47).

Beyond Coalport the line ascends through picturesque scenery, and at *Penn Haven* the branch railroads are seen diverging to the W. between Broad and Spring Mts. The Lehigh Valley R. R. crosses the present route several times, and the two lines run up side by side to *Whitehaven*, whence the Nescopec Branch runs along the dreary highlands of the Green Mt. to Upper Lehigh, 8 M. W. Leaving the Lehigh River the train now strikes across the Nescopec Mt. to the N. W.; passes through a tunnel 1,800 ft. long, and traverses a wide and desolate plateau. The two railroads run nearly parallel as far as Solomon's Gap, passing *Penobscot* (Fairview), with its broad prospect down the Wapwallopen Valley. At Solomon's Gap the L. V. R. R. begins the descent of the mts. by running to the W.; and the present route turns to the N. E. and passes *Laurel Run*, ½ M. from Prospect Rock (which commands a superb * view). Rounding the ridge the train descends to the S. W., doubling on its previous course, with the * **Valley of Wyoming** outspread on the r. The track is on a lofty gallery cut out from the side of the mt., and descends on a grade of 96 ft. to 1 M. Reaching the level of the Valley the line once more reverses its course and runs N. E. through Ashley to **Wilkes-Barre**, the metropolis of Wyoming (see page 312). From this point the Valley is followed about midway between the Susquehanna River and the W. range of mts. through a region abounding in coal-mines and enormous breakers. Near *Pittston* the lofty cliff of Campbell's Rock is seen, and the line runs up the Lackawanna Valley to **Scranton** (see page 246). Crossing the Roaring Brook valley the great round-houses and workshops of Scranton are seen on the r., and the line is carried across the Pine Brook valley to the suburb of *Green Ridge*, where connections are made with the Delaware & Hudson Canal Co.'s R. R. Crossing the Lackawanna River and ascending its valley, between the Moosic and Lackawanna Mts., numerous collieries are passed, with villages which are inhabited mostly by foreigners and miners. From *Olyphant* begins the ascent of the Gravity Railroad, crossing Moosic Mt. to Honesdale; and beyond the modern and populous villages of Archbald and Gibsonburg the train reaches **Carbondale.** This is a modern city of 6,393 inhabitants, situated at the N. end of the anthracite-coal district, and nearly surrounded by tall ridges. There is but little to interest the traveller in this vicinity, except the collieries and their engineering works. There are 4 large coal-mines near the city, with beds of anthracite 20 ft. in thickness. The extensive car-shops of the D. & H. R. R. are located here; and in the vicinity is the track of the Gravity Road, on which long trains of coal-cars are drawn on inclined planes to the top of Moosic Mt. (850 ft.) by stationary engines. From the summit they descend to Honesdale, 16 M. distant, where the coal is discharged into the boats of the Delaware & Hudson Canal, and is carried by that route to the Hudson River. There

are 2 planes between Olyphant and Carbondale, and 8 between Carbondale and Honesdale; over which continuous trains are passing, seemingly without any impelling force. The empty cars are sent back over another series of planes. Stages run daily from Carbondale to *Honesdale* (16 M.). 6 M. N. W. of the city is the mountain-loch called *Crystal Lake*, with a summer hotel and a small steamboat.

The train now runs N. on the Jefferson Branch of the Erie Railway, crossing the E. part of the cold and mountainous Susquehanna County. The country is wild, and in places assumes an air of picturesque beauty, and the settlements are few and small. Most of the inhabitants are engaged in the lumber or tannery business. On the E. are the rugged ridges of the *Moosic Mt.*; and W. of Uniondale is Elk Mt., the last of the Tunkhannock Mts. Beyond Herrick the train ascends the great spur of the Alleghenies called *Ararat* Mt., and at Summit station attains an altitude of 2,500 ft. above the sea (the highest point reached by any regular railroad E. of the Rocky Mts.). The scenery is bold and striking as the train advances to *Thompson*, a lumber village situated in a lofty glen. *Starucca* (Mountain House) is next passed, and the train descends, by *Stephenspoint*, to the banks of the Susquehanna River. The through train passes to *Nineveh*, by the Nineveh Branch (in 22 M.), and the Erie runs N. W. to Binghamton (see page 226).

Binghamton to Nineveh.

The train leaves the Erie station at Binghamton, and runs N. W. through a region of high hills and singular glens, passing the Inebriate Asylum on the r. Stations, Port Crane, Osborne Hollow, and Tunnel, where a tunnel ½ M. long is traversed. This cutting was difficult, because of the hardness of the rock; but exposure to the air caused it to crumble, until an inner arch of firm stone was built. The A. & S. and the Erie Railways at one time contested the possession of this tunnel, and moved several thousand men on the ground. The so-called *Erie War* was only quelled by the occupation of the place by troops of the State. Station, *Nineveh*, on the Susquehanna River.

Beyond Nineveh the line traverses the broad intervales of the river, which curves gracefully through farms and cultivated fields. Station, *Afton*, a prosperous village with a suspension-bridge over the river. **Vallonia Springs** (*Spring House*) is a highland hamlet, amid picturesque scenery to the S., with stages to Afton. The waters contain sulphur, magnesia, and iron, are strongly prophylactic, and are efficient in cutaneous diseases. Station, *Bainbridge*, a brisk village in a wide valley, which is well cultivated and fertile. Stages run to Coventry, Greene, Oxford, Norwich, Guilford, and Deposit. Station, **Sidney Plains** (*Delaware House; Bartlett House*), where settlements were formed in 1772, and destroyed in 1777 by the Indians. It was founded by Rev. Wm. Johnson, and was named for Admiral Sir Sidney Smith. The highway to Catskill was built by the State in 1790. The *Midland Railroad*

(Route 32) crosses the present route at this point. Station, *Unadilla* (Unadilla House), a thriving village from which stages run to Walton, Butternuts, Cannonsville, and Delhi. The train crosses the Susquehanna twice, and stops at *Otego* (Otego House), whence stages run to Franklin, Walton, and Delhi. Station, *Oneonta* (Grand Central Hotel; Susquehanna House), a factory village with stage-routes to Morris, Laurens, and Delhi. *Colliers* (Goodyear House) is at the confluence of Schenevus Creek and the Susquehanna. 1 M. beyond (75 M. from Albany; 67 M. from Binghamton is the C. & S. V. R. R. Junction, whence trains run to Cooperstown in 1 hr. (16 M. N.).

Cooperstown (* *Cooper House*, $4 a day, $16–25 a week; *Fenimore House; Central House*) is situated at the foot of Otsego Lake, where the Susquehanna River flows forth. It is surrounded by hills, and from the beauty of the scenery and the purity of the highland air it has become a favorite summer resort. Besides the large hotels, there are many fine mansions in the village, and the resident society is of a high order. The Cooper House is 1,100 ft. above the sea, and from its vicinity Otsego Lake is overlooked and the rolling hills on either side. A broad view is gained from the lofty Observatory Hill. This place was occupied by Clinton's army in 1779, when a dam was erected at the outlet in order to allow the boat-expedition to pass down the river. In 1786 Judge Wm. Cooper came here with his family, and made the first settlement. Cooperstown is the capital of Otsego County, and has nearly 2,000 inhabitants, with 6 churches and 4 banks. It has been visited by Washington, Talleyrand, and other eminent men.

James Fenimore Cooper was born at Burlington, N. J., in 1789, studied at Yale, and served in the U. S. Navy 6 years (1805–11). Between 1821 and 1833 he wrote many novels, depicting scenes of naval adventure ("Wing and Wing," "The Pilot," "The Water Witch," etc.) and episodes in early N. Y. history and Indian life ("The Pioneer," "The Deerslayer," etc.). He also wrote works on foreign travel, and several naval histories. He lived at Cooperstown, whose vicinity has been made classic by his eloquent descriptions. "Here he passed his childhood, with the vast forests around him, stretching up the mts. that overlook the lake and far beyond, in a region where the Indian yet roamed and the white hunter . . . . sought his game; a region in which the bear and the wolf were yet hunted, and the panther, more formidable than either, lurked in the thickets, and tales of wanderings in the wilderness and encounters with these fierce animals beguiled the length of the winter nights." In his later years Mr. Cooper retired to his estate in Cooperstown, and here he died in 1851.

"The enduring monuments of Fenimore Cooper are his works. While the love of country continues to prevail, his memory will exist in the hearts of the people." (D. Webster.) "The works of our great national novelist have adorned and purified our literature." (Everett.) "Cooper emphatically belongs to the nation. He has left a space in our literature which cannot easily be supplied." (Irving.) "The creations of his genius shall survive through centuries to come, and only perish with our language." (Bryant.) "We accord to Cooper an equal degree of talent and power with that ascribed to Scott, and would place the originality of the American author at a higher point. There is certainly in Cooper more power of concentration, a more epigrammatic style, and greater terseness of expression." (*Eclectic Review.*)

The *Tomb of Cooper* is near the front of Christ Church (in which are brilliant memorial windows), and is a plain horizontal slab inscribed with his name. "Let Cooper sleep with his kindred in the old churchyard, needing no sculptured monument to mark the pathway to his grave, deeply worn by hundreds of pilgrim feet year after year." Near the foot of the main street is the site of the old Cooper mansion, *Otsego Hall*, which was burnt in 1854. *Lakewood Cemetery* is 1 M. distant (E. side of the lake), and contains the Cooper monument (by Launitz; of Italian marble; 25 ft. high), which is surmounted by a statue of the legendary hunter Leatherstocking, "a man who had the simplicity of a woodsman, the heroism of a savage, the faith of a Christian, and the feeling of a poet."

"But dearer than all, in his gentle simplicity, honest-hearted Natty, the greatest creation of Cooper's pen, haunts the lake and woods around, hunting the deer with dog and gun, the kindliest spirit of the band. Sometimes, as the Deer-slayer, he is seen near the Fairy Spring, his grave, youthful face unmoved by the beauty of Judith Hutter, that alluring Lady of the Lake whose dark eyes fascinate us even from the written page, and make us wonder at the severity of this forest Galahad. Then, as Leatherstocking, the mighty hunter, advanced in years, but honest-hearted still, he is sometimes visible, coming down from the cave that bears his name, gliding in his canoe across Blackbird Bay, or crossing the Vision in haste to rescue from the panther's cruel claws the fair form of Elizabeth Temple. . . . . The old trapper, with his white hairs and trembling steps, has returned to the Haunted Lake, and at early dawn his bowed figure appears at rare intervals standing on Otsego Rock, shading his eyes from the burning sun, and gazing over the Glimmerglass, the scene of his youthful exploits, with earnest interest. Dear old Natty, — faithful, kindly wraith!"

Hannah's Hill (named for Cooper's daughter) is about 1½ M. from the village (W. shore), and commands a view of which the great novelist says, "I have seldom looked upon a more bewitching scene. The lakes of Cumberland will scarce compete with this." **Mt. Vision** is nearly 2 M. from the village (E. shore), and overlooks the lake and its diversified shores. The best view is obtained from the arbor on *Prospect Rock*, although the summit of the mt. commands the rugged Black Hills in the S. *Leatherstocking's Cave* is 1½ M. from the village (E. shore), and the Leatherstocking Falls are on the same side, at the head of a ravine near the lake (frequently visited by boat). These falls are also called the Panther's Leap, in allusion to an old tradition. The *Council Rock* is near the outlet, a few rods from the shore, and is a round-topped bowlder about 4 ft. high. "At a small round rock near the foot of the lake, where . . . . the tribes are given to resorting to make their treaties and bury their hatchets. This rock have I often heard the Delawares mention." The *Mohegan Glen* is 3 M. distant (near Wild Rose Point), and contains several small cascades. Among the usual drives are Hartwick Seminary and Lakes (5 M.), Bear Cliff Falls (3 M.), the Beaver Meadow (7 M.), and the Westford and Pierstown Hills. *Rum Hill*, 7 M. distant, commands a prospect of over 60 M. Highways lead to Cherry Valley (13 M.), Richfield Springs (12–15 M.), and Sharon Springs (20 M.).

Otsego Lake.

"O Haunted Lake, from out whose silver fountains
The mighty Susquehanna takes its rise;
O Haunted Lake, among the pine-clad mountains,
Forever smiling upward to the skies, —

"A master's hand hath painted all thy beauties;
A master's mind hath peopled all thy shore
With wraiths of mighty hunters and fair maidens,
Hunting thy forest-glades forevermore."

"The magic of his genius lingers around the lake he so lovingly described. Its points and bays are haunted, and its forests are peopled with wraiths and shades. A listener under the trees on a dreamy summer day will hear the low, musical laugh of Wah-ta-wah, the gentle Indian maiden, and catch a glimpse of the young chieftain, her lover, in the distance through the forest arches. Sometimes, at dusk, the camp-fires of the Iroquois gleam from the gravelly points of the E. shore; and off Hyde Bay, where the rushes wave on the shoal, the dim outline of Muskrat Castle can still be traced; and the faint strains of an old-time hymn are heard strangely sweet over the water, — the even-song of innocent Hetty at her mother's grave. On a moonlight night the solitary oarsman is startled by the flapping of unseen canvas; and silently appearing from the realms of nowhere, the ark glides slowly into view, old Hutter at the helm, and the gigantic form of Harry Hurry lounging in the doorway."

"A broad sheet of water, so placid and limpid that it resembled a bed of the pure mt. atmosphere compressed into a setting of hills and woods. . . . . Nothing is wanted but ruined castles and recollections to raise it to the level of the scenery of the Rhine." (Cooper.) "Away W. stretched the calm plane of the Otsego, narrow like a river; . . . . beautiful, uncommonly beautiful mt. shores shutting it in, and the slopes on the far side charmingly pictured with cultivation. A lake's mirror was never set in a prettier *encadrement* by the frame-making eddies of the retiring deluge, and . . . . its entire regilding by the sunsets is visible from every quarter of the town. The path of the eye from Cooperstown is up a 9 M. reach of wooded water." (N. P. Willis.)

Otsego Lake is 9 M. long by 1 – 1½ M. wide, and is bounded by lofty hill ranges, reaching to the height of 4 – 600 ft. on the E. shore. The steamboats *Pioneer* and *Natty Bumppo* make several trips daily, connecting, at the head of the lake, with stages for Cherry Valley and Richfield Springs (7 M.; see page 247). As the boat moves out, Hannah's Hill is seen on the W. (l.), and Mt. Vision on the r., along whose base are the estates of Lakelands and Bowers, the Lakewood Cemetery and monument, and the picturesque *Chalet*, where Cooper spent his later years. Here is the landing for Leatherstocking's Cave, and above (2 M. from Cooperstown) is Point Judith. On the W. shore are seen Blackbird Bay, the estate of the late Judge Nelson, of the U. S. Supreme Court, and the groves on Brookwood Point (2 M.). Wild Rose (or 3 M.) Point is on the W., and is a resort for boat-parties (*Thayer's Hotel*). Tunicliff's (5 M.) Point is now seen with its summer hotel, nearly opposite the Dugway, or Deer Brook. *Mt. Wellington*, or the Sleeping Lion (so called from its form), is now seen looming in advance. This hill is often ascended by tourists for its broad off-look. Passing Gravelly Point (E.; 6 M.) and the site of Muskrat Castle (W.; 7½ M.), the steamer soon reaches the head of the lake.

The village of *Springfield* is 1 M. distant, and a pleasant road leads

across the town of Warren, by the Twin Lakes (called by the Indians, *Waiontha)* to **Richfield Springs** (see page 247).

Beyond Colliers the line leaves the Susquehanna and enters the narrow Schenevus Valley, remarkable for its ancient river-terraces. Stations, *Maryland*, *Schenevus* (stages to Davenport and Bloomville, in the Charlotte Valley), and *Worcester* (Knapp's Hotel), a busy village among the hills. E. Worcester and Richmondville are now passed, and the watershed between the Mohawk and Susquehanna is crossed. **Cobleskill** (*Blodget House ; National Hotel*) is a prosperous hamlet, 900 ft. above the sea, with several factories. Fort du Bois was built here during the Revolution, and an American force was defeated (in 1778) by Mohawks under the chieftain Brant, with serious loss.

A branch railroad runs N. from Cobleskill by Sharon Springs to Cherry Valley (23 M.). ascending the Westkill Valley and passing the stations of Hyndsville and Seward, in the hilly uplands of Schoharia County. This region was settled, about the middle of the last century, by frugal and industrious Palatinate Germans.

Sharon Springs.

Hotels. — * Pavilion, on the hill over the village, $4.50 a day (600 guests); * Congress Hall (400 guests) and * Union Hall (300 guests), at the Springs. The two latter have a German *cuisine* and patronage, and charge $4 a day ($25 a week). Mansion House, new in 1873, 75 guests, $14 a week; United States (150 guests); Sharon, American; Howland; and several summer boarding-houses. At *Rockville*, ½ M. from the Springs, are 2 large and inexpensive hotels ($10–15 a week; free carriage to the Springs).

Railroad to Albany in 59 M.; New York, 201 M.; Philadelphia, 320 M.; Cherry Valley, 9 M. *Stages* run daily to Palatine Bridge, on the N. Y. Central R. R. (9 M. N.; fare, $1.50). Stages await the arrival of all trains at the Springs station.

Sharon Springs is situated in a narrow upland valley surrounded by high hills, about 1 M. from the railroad. It is the favorite summer resort of the German citizens of the Republic, and has been called "the Baden Baden of America." In 1781 a sharp action occurred 2 M. E. of the Springs between 300 Tories and Indians (encumbered with plunder and prisoners) and an American force under Col. Willett, in which the former were routed with severe loss. The town was named after Sharon, Conn., and the Springs village was incorporated in 1872. The springs are situated near the base of a high wooded bluff W. of the village, and flow into a small stream below, depositing a crust of white and flocculent sulphur. There are 4 mineral springs, — chalybeate, magnesia, white sulphur, and blue sulphur, — and a copious fountain of pure water opens above. Below Congress Hall, Brimstone Brook is crossed by an ornamental rustic bridge which leads into *Congress Park*, which is laid out in walks among the trees on the hillside. Near the centre of the Park is a graceful domed canopy, supported by 18 fluted Corinthian columns of iron,

over the *Magnesia Spring* (in each gallon, 31 grains of bi-carbonate of magnesia, 23 of sulphate of magnesia, 76 of sulphate of lime, and 3½ cubic inches of sulphuretted hydrogen). A short distance beyond is the *Gardner Magnesia Spring* (in each gallon, 20 grains of sulphate of magnesia, 94 of sulphate of lime, etc.). The *White Sulphur Spring* contains in each gallon, 85 grains of sulphate of lime, 34 of sulphate of magnesia, 24 of bi-carbonate of magnesia, and 21 cubic inches of sulphuretted hydrogen. The waters are free to those who wish to drink, and the Magnesia Spring is a valuable remedial agent; but the specialty of the place is its sulphur-baths, for which there are large bath-houses at and below Congress Hall (160 in number; 40c. a bath). The usual hour for bathing is between 11 and 12 A. M. The waters are held to be efficacious in diseases of the blood, skin, and liver, and in rheumatic and neuralgic affections. Since the year 1830, when these springs became known beyond the town, the number of visitors has steadily increased, until it now amounts to over 10,000 a year. Below the Swiss cottage at the N. end of the Park are the houses where the singular Pine Needle baths are given. They are tonic in effect, and are used for nervous and pulmonary complaints, paralysis, scrofula, and neuralgia. They are prepared by adding to the magnesia water a portion of the extract of pine (from the German Black Forest), and their effect is agreeable. The administration of mud-baths (for rheumatics) was commenced in 1873. The patient is covered to the chin with mud impregnated with sulphur and heated to about 110 degrees.

In this vicinity are grottos in which are found stalactites and beautiful crystals of sulphate of lime. From the hill on which the Pavilion is situated is obtained an extensive * view, embracing the broad and populous Mohawk Valley, with the Adirondacks beyond and the Green Mts. in the remote distance. A favorite drive is that to *Prospect Hill* (3 M.), from which another and yet broader prospect is gained. Visitors also drive to Cherry Valley (7 – 8 M.) and N. to Palatine Bridge (9 M.).

Cherry Valley (*Park Hotel*, open in summer only; *Palmer House*) is 9 M. from Sharon by R. R., and is favorably situated at the head of the Valley. It has become a summer resort by reason of its romantic scenery and pure air, and is famed for its cultivated society. Just S. of the Park Hotel is the site of the old fort and the grave of the massacred villagers. A monument has been erected to their memory. About 2 M. N. are the *Tekaharawa Falls*, where a brook from the hills falls 160 ft. *Mt. Independence* is S. E. of the centre of the town, and rises 1,000 ft. above the plateau and 2,000 ft. above the sea. Along the N. W. is a line of rugged highlands, near which is a cluster of salt springs. The *Cherry Valley White Sulphur Springs* (Grand Hotel, $3 a day, $14 – 20 a week) are 1½ M. from the village, and resemble the waters of Teplitz, in Hun-

gary. They are surrounded by ornamental grounds, and there are also chalybeate and magnesia springs near by. It is 6 M. thence to Sharon Springs, 12 M. to Richfield, and 4 M. to Otsego Lake (see page 325). Stages run from Cherry Valley to Fort Plain, Cooperstown, and Milford; and a railroad is to be built to Richfield Springs, 16 M. W.

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* **Howe's Cave** (*Cave House*) is 5 M. beyond Cobleskill, on the main line. It is also called the Otsgaragee Cavern, and was discovered by Lester Howe in 1842. It is claimed that he penetrated to the distance of 11 M., but the usual route of visitors only extends for 3½ M. from the entrance. During the summer the cave is frequently lighted with gas as far as the lake. Guides accompany visitors, each of whom pays $1.50. The temperature is 60°, and the air is pure and dry, benefiting lung complaints. Many thousand visitors enter the cave every year, and it is only excelled by the Mammoth Cave of Kentucky. The entrance is 50 ft. above the valley, and the rock chambers known as the Reception Room, Washington Hall, the Bridal Chamber, and the Chapel are traversed in succession. The *Harlequin Tunnel* is then passed through, beyond which are the Cataract Hall, Ghost Room, and Music Hall. The *Stygian Lake* is 30 × 20 ft. (10 ft. deep), and is illuminated with fantastic effect by a cluster of gas-jets. Large stalagmites are found above and below the lake, and the passage has been cut out at much expense. Crossing the lake to Plymouth Rock in a small boat, the path follows a small brook, and traverses the chambers and passages known as the Devil's Gateway, Museum, Geological Room, Uncle Tom's Cabin, Giant's Study, Pirate's Cave, Rocky Mts., and Valley of Jehosaphat. Then the Winding Way is followed to the *Rotunda*, which is at present the limit of the incursion. Stalactites and other singular geological formations are found in these halls and passages, and imaginative visitors have named several of the stalagmites for the objects which they are thought to resemble.

3 M. from Howe's Cave is the *Central Bridge* station (2 inns), whence the Schoharie Valley R. R. runs S. to Schoharie (5 M.) and Middleburgh. **Schoharie** (*Wood's Hotel; Parrott House*) is the capital of Schoharie County, and is situated in a fertile valley among high hills. It has 1,500 inhabitants and 3 churches. The town was settled by Palatinate Germans in 1711, and in 1777 the Lower Fort was established here. The stone church (built in 1772) was surrounded by a high stockade, and was furnished with military supplies. The building still stands, and many of its stones are carved with the names of the builders. There are several remarkable caves near Schoharie. *Ball's Cave* (4 M. E.) is 100 ft. below the surface, and is visited in boats which are rowed on a subterranean stream. Nothaway's Cave is 2 M. S. E. Stages run from the village to

Gallupville. *Middleburgh* (Atchinson House; Freemyer's) is 5 M. beyond Schoharie, and is a large village among rugged hills. It occupies the site of the old Palatine village of Weisersdorf, one of the 7 *dorfs* or villages of the Rhenish Germans in this valley. The original owners of the land were the Schoharie clan of the Six Nations. Several sharp skirmishes took place hereabouts during the Revolution; and many of the rustics became Tories, and moved to Canada at the close of the war. Stages run from Middleburgh to several of the hamlets among the Western Catskills (Durham, Prattsville, Gilboa, etc.), and to N. Blenheim, which is near *Utsyanthia Lake*, a mountain loch 1,800 ft. high, where the Delaware River takes its rise.

Beyond Central Bridge the main line passes the village of *Esperance*, and reaches *Quaker Street* station, whence a branch railroad diverges to the N. E., descends into the Mohawk Valley, crosses the river and the N. Y. Central R. R. at Schenectady, and runs to Ballston and Saratoga. Through passengers for Saratoga take this route and avoid the long detour to Albany. The road to Albany now runs nearly E., and soon enters the valley of Norman's Kill, on the N. of the rugged Helderberg Mts. Stations, Duanesburgh, Knowersville, and Guilderland, above which the bold palisaded sides of the *Helderberg Mts.* rise to a height of over 800 ft. The Helderbergs ("clear mts.," from their broad prospects) attain an elevation of 1,200 ft. above the sea, and are remarkable for their precipitous E. slopes. They are an outlying group of the Catskill system, and occupy all the W. part of Albany County. Station, New Scotland, near *Lawson's Lake*, whose outlet runs for ½ M. under ground, through a cavern abounding in stalactites and populated by bats. Near this point are several sinkholes 5–8 ft. wide and 12–20 ft. deep, connected by a roomy cavern which was formerly a smuggler's resort and depository. Near *Clarksville*, a hamlet at the foot of the Helderbergs, are 2 caves, respectively ½ M. and ⅛ M. long. The line now descends by the impetuous Norman's Kill, passes the stations of Slingerlands and Adamsville, and approaches the Hudson River. The imposing Academy of the Sacred Heart is seen on the l.; and after traversing the long S. suburbs, the train stops at the station in **Albany** (see page 85).

Albany to Saratoga and Montreal, see page 93.

47. Philadelphia to Reading and Williamsport. The Schuylkill Coal-Fields.

By the Phila. & Reading R. R., an important trunk line over which immense quantities of coal are transported. Numerous branches diverge from the line on either side, especially among the carboniferous hills of Schuylkill County. The Schuylkill River is followed for nearly 100 M., and for a great portion of the way leads through a rich and pleasant rural district. Beyond the Germanic county of Berks, a hilly and rugged region is traversed to the valleys of the Lackawanna and Susquehanna Rivers. This route is also available for travellers bound to the Penn. oil-regions, and to W. Penn. and N. Y. (by its connections with the Phila. & Erie R. R. and the N. Central R. R.). Tickets and information respecting the route may be obtained in Phila. at 624 Chestnut St., S. E. corner of 8th and Chestnut Sts., and the corner of 9th and Chestnut Sts.; also at the terminal station, corner of 13th and Callowhill Sts.

Stations. — Philadelphia; Belmont, 3½ M.; W. Falls, 5; Pencoyd, 6½; W. Manayunk 7½; W. Mill Creek, 9½; W. Spring Mill, 12; W. Conshohocken, 13½; Swede Furnace, 15; Bridgeport (Norristown), 17 (*Chester Valley R. R.* to Henderson, 19; King of Prussia, 20½; Centreville, 23; Gardens, 24; Howellville, 25½; Paoli Road, 26½; Cedar Hollow, 27; Mill Lane, 30; Exton, 33; Oakland, 35; Downington, 38½); Merion, 19; Port Kennedy, 21½; Valley Forge, 23½; Perkiomen Junction, 25 (*Perkiomen R. R.* to Doe Run, 28½; Collegeville, 31; Rahn's, 32½; Schwenksville, 36; Salford, 39; Green Lane, 43; Welker's, 46; Pennsburg, 48); Phœnixville, 27½ (*Pickering Valley R. R.* to Kimberton, 31½; Chester Springs, 35; Byers, 38½); Mingo, 30½; Royer's Ford, 32; Limerick, 34; Pottstown, 40 (*Colebrookdale R. R.* to Glasgow, 42; Manatawny, 44; Colebrookdale, 47; Bechtelsville, 52; Mt. Pleasant, 53½); Douglassville, 44½; Monocacy, 47½; Birdsboro', 49; Exeter, 52; Neversink, 54; Reading, 58 (crossing of Allentown Line, to New York, 128 M.; to Harrisburgh, 54 M. — from Reading); Tuckerton, 63; Leesport, 66; Mohrsville, 68½; Hamburg, 75; Port Clinton, 78 (Pottsville, etc., see page 334); Drehersville, 83; Ringgold, 88; Reynold's, 93; Tamaqua, 98; E. Mahanoy Junction, 103½. *Catawissa R. R.* — Tamanend, 106½; Quakake, 107; Summit, 110; Girard, 114; Mahanoy, 118½; Ringtown, 123; Beaver, 131; McAuley, 136; Mainville, 138½; Catawissa, 145; Rupert, 147; Danville, 154½; Moorsburg, 161; Pottsgrove, 166; Dougal, 169; Milton, 170; White Deer, 175; Allenwood, 177; Montgomery, 181½; Muncy, 186½; Hall's, 189½; Montoursville, 195; Williamsport, 199.

The *Norristown R. R.* leaves the station at the corner of 9th and Greene Sts., Phila., and runs N. W. through the city. Just beyond Broad St. the Connecting R. R. is crossed and the Germantown Branch diverges to the r., while the Norristown train passes on to Wissahickon station, near the Wissahickon Creek (see page 284). The line now follows the Schuylkill through the manufacturing suburb of Manayunk, with W. Laurel Hill and Pencoyd on the opposite shore. The river is kept in sight until Norristown is reached.

The Reading train leaves the terminal station at the corner of Broad and Callowhill Sts., and soon passes Fairmount and Lemon Hill and enters Fairmount Park. Pleasing views are afforded of the great garden of Phila., as the track passes Fountain Green and Mt. Pleasant and crosses the Schuylkill on a neat bridge. Several *park-trains* are run daily, stopping at Coates St. (Fairmount), Brown St. (Lemon Hill), Thompson St. (Girard Ave. Bridge), Mifflin Lane, E. end of Schuylkill Bridge, and Belmont (see page 283). The curves of the river are now followed, and the coal-branch R. R. is seen crossing on a fine viaduct. Beyond the mouth of the Wissahickon (N. shore), *Pencoyd* is reached, near the W. Laurel Hill Cemetery. On the opposite shore are the great factories of *Manayunk,* and thriving hamlets are seen on either side as the train speeds on

into Montgomery County. *Conshohocken* is a manufacturing borough of over 3,000 inhabitants, with a branch R. R. running N. E. to Oredale, on the N. Penn. R. R. From Bridgeport a fine view is afforded of **Norristown** (*De Kalb House; Exchange*), on the opposite shore. It is a borough of 10,753 inhabitants, with 13 churches and 4 newspapers, and contains the stately marble Court House of Montgomery County. On the heights to the S. are seen the fine buildings of 2 large academies. Near the Court House is a monument in honor of the soldiers of the county who fell in the Secession War. The situation of Norristown is very pleasant, and its streets are neat and well built. The manufactures here are of considerable importance, and are assisted by the water-power of the Schuylkill Canal. The town occupies the site of the ancient Swedes' Ford, and was named in honor of Isaac Norris, who bought the land from William Penn. It was owned by John Bull, an ardent American gentleman, in 1777; and the British army destroyed his house and laid waste the estate.

The *Chester Valley R. R.* runs 22 M. S. W. up the Great Valley, through a fertile limestone region abounding in fine old farms, and with a tall and wall-like ridge of mts. on the r. The line terminates at *Downington*, on the Penn. R. R.

7 M. beyond Bridgeport the Reading train reaches *Valley Forge*, where, just beyond the station (in the valley to the l.), is seen the ancient farm-house which was used as Washington's head-quarters during the darkest months of the Revolution.

After the repulse at Germantown, and while the British troops were comfortably quartered in Phila., Washington led his broken army to Valley Forge, and on Dec. 18, 1777, began the construction of winter-quarters. Here the famished and half-clad Continentals remained for 6 months, suffering the horrors of a rigorous winter, and menaced by the powerful Anglo-German army of 20,000 men at Phila. The American forces numbered 11,000 men, and occupied lines of huts on the hills to the S. and E., along the r. bank of the Schuylkill, protected by powerful earthworks whose remains are still visible. Here Baron Steuben gave the soldiers that rigid Prussian discipline which enabled them to rival the steadiness and flexibility of the British infantry; and here developed and failed the cabal of several generals designing to depose Washington from his command. Meantime the noble Virginian bore witness: "Naked and starving as they are, we cannot enough admire the incomparable patience and fidelity of the soldiery, that they have not been ere this excited by their sufferings to a general mutiny and desertion." "Valley Forge! How dear to the true worshipper at the shrine of Freedom is the name of Valley Forge! . . . . And if there is a spot on the face of our broad land whereon Patriotism should delight to pile its highest and most venerated monument, it should be in the bosom of that little vale on the bank of the Schuylkill." (Lossing.)

1 M. beyond Valley Forge is Perkiomen Junction, whence the *Perkiomen R. R.* diverges to the r., crossing the Schuylkill, and runs 23 M. N., through the rural towns of Montgomery County, to the hamlet of *Pennsburg*. The Reading train passes on to **Phœnixville**, whose many houses and smoking chimneys are seen to the l. This flourishing borough has about 7,000 inhabitants, and is noted for its manufactures of iron, machinery, and cotton. The Phœnix Iron Works are the largest in the

Republic, and have immense rolling-mills. At these works the dome of the U. S. Capitol was made. Copper and iron mines are found in this vicinity, and the surrounding country is fertile and prolific. The *Pickering Valley R. R.* runs thence S. W. by several small hamlets of Chester County, passing near the *Yellow Springs*, which was a favorite and fashionable summer resort many years ago. Beyond Phœnixville the main line traverses a tunnel 2,000 ft. long, cut through the solid rock, and crosses the Schuylkill on a high bridge. Station, **Pottstown** (*Merchants' Hotel*), a thriving borough of 4,125 inhabitants, favorably situated on a rich river-side plain, and surrounded by arable hills. The houses are mostly on one long broad street, which is adorned with shade-trees; and in the S. part of the village is the Cottage Seminary. To the W. is the old stone mansion of John Potts, who founded this place before the Revolution. The *Colebrookdale R. R.* runs thence 14 M. N. to Mt. Pleasant. The Reading train crosses the Manatawny Creek on a bridge 1,071 ft. long, and traverses a fertile and blooming country-side. Stations, *Douglas*, S. of the bold Manokesy Hill; *Birdsboro'*, whence the Wilmington & Reading R. R. runs S. E. 64 M. to Wilmington, Del.; and Exeter.

Reading (* *Mansion House*, $3 a day; *Keystone; American; Mishler's*; — all on Penn Square) is the capital of Berks County, and is finely situated on a narrow plain between the Schuylkill River and an amphitheatre of bold hills, the chief of which is Penn's Mount. The height and salubrity of the location and the picturesque and fruitful environs have caused Reading to be much visited in summer. It has 38,156 inhabitants, with 30 churches, 4 banks, and 3 daily and 8 weekly papers. There are also 14 societies of Masons, 8 of Odd Fellows, 8 of Knights of Pythias, 4 tribes of Red Men, 8 councils of United American Mechanics, 11 circles of the Brotherhood of the Union, and 7 lodges of the Harugari, a German order whose official paper is published here. Reading is the third city in Penn. in manufactures, and is one of the chief centres of the iron-trade. Immense furnaces, rolling-mills, brass and steel works, and other similar industries are located here. The Reading R. R. shops employ 2,800 men, to whom is paid $1,200,000 yearly. Much of the iron used here is mined at Penn's Mount. Reading also derives importance from its central position in the rich farming county of Berks, whose population is chiefly of Germanic origin. The city is compactly and neatly built, and its principal streets intersect at the broad plaza called *Penn Square*, on which are the chief hotels and stores. On N. 6th St., beyond the Post-Office, is the *Court House*, a large building with a portico sustained by 6 columns of red sandstone. Near this point is the antique Trinity Church of the German Lutherans, with a spire 210 ft. high. *Christ Cathedral* (Episcopal) is an imposing Gothic building of red sand-

stone (on N. 5th St.), with a spire 202 ft. high. There is a large public library near the *City Hall*, a neat building at the corner of S. 5th and Franklin Sts. On N. 3d St is the German resort known as Lauer's Park, and in the N. part of the city is the extensive burying-ground called the Charles Evans Cemetery. The Schuylkill River bounds the city on the W., and is crossed by 3 highway-bridges. The Grand Opera House and Mishler's Academy of Music are capacious halls where the citizens attend evening amusements. Penn St. leads E. from Penn Square to the sturdy and mediæval-looking structure of the *County Prison*, near the basins of the city water-works, which are neatly terraced and surrounded with flowers. Beyond the prison the Hill Road ascends **Penn's Mount** by easy grades. 1¾ M. from Penn Square, and 1,000 ft. above the river, is *White Spot*, a favorite resort of the citizens, commanding a beautiful view of Reading and the long valley, with the Blue Mts. in the distance. The *White House Hotel* is 1½ M. S. of the city, and 300 ft. above the river, on a spur of the Neversink Mt.; and 1 M. N. is the pleasant summer hotel called *Andalusia Hall*. 1½ M. E. of Reading is a much-visited mineral spring. There are also pleasant drives among the hills of Cumru and Brecknock, to the S. (passing the White Hall, Green Tree, and Sorrel Horse Inns); also to the N. E., among the narrow limestone valleys and under the lofty ridges of Alsace; and to the S. E., on the Morgantown road, toward Welsh Mt.

Reading was laid out and founded in 1748 by Thomas and Richard Penn, the proprietaries of the Province. The Jahr-Markts (yearly markets) which were held here in June and October were for many years the chief festivals of the county. The rural population of this district (as well as that of the other Penn. counties S. E. of the Alleghanies) is largely composed of the descendants of the early German immigrants from the valleys of the Rhine and the Neckar, and the customs and architecture of those ancient lands are preserved here. They speak the dialect called "Penn. Dutch," which is the S. German language, enriched by English words and local idioms. A few of them know nothing of the English language, and the traders who travel here find a knowledge of the Dutch nearly as important as the English. The Penn. Dutch has its newspapers and magazines, books and schools; though it is true that these people are very indifferent to literary culture, and while generally wealthy and industrious, are ignorant and unprogressive. They are devoted to their own ways and manners, religions, and hereditary trades, and but rarely intermarry with the Americans who live among them. The Penns expressed fears lest their land should become "a German province," but were unable to stay the tide of Teutonic immigration; and the Penn. Dutch numbered 100,000 in 1742, and 280,000 in 1763. The great Germanic immigration began about 1708, when thousands of Palatinate citizens came to Pennsylvania. Many of these were sold on their arrival, to pay for their passage across the ocean, and were thence known as "redemptioners." Much opposition was aroused against the swarms of new-comers; and the Provincial Secretary declared that "they come in in crowds, and as bold, indigent strangers from Germany, where many of them have been soldiers; all these go in the best vacant tracts, and seize upon them as places of common spoil."

Reading is an important station on the Schuylkill Canal, and the Union Canal here diverges to Middletown, on the Susquehanna River. The Allentown Line (see Route 36) from New York to Harrisburg passes this point, intersecting the Phila. & Reading R. R.; and the Berks County R. R. is built S. E. to Birdsboro'. Stages run to Boyertown, Friedensburg, Strausstown, and Bernville. The Wilmington & Reading R. R. (Route 49) runs S. E. 73 M. to Wilmington, Del.; and the Reading & Columbia R. R. (Route 48) runs S. W. 45 M. to Columbia.

The train runs N. from Reading, and soon crosses the Schuylkill, which is followed for many leagues. The Blue Mt. fills all the foreground with its great ridges; and the borough of *Hamburg* (1,600 inhabitants) is passed near its foot. *Port Clinton* is reached after traversing a picturesque mt. pass, and here diverges the Little Schuylkill R. R. (for Tamaqua) from the main line for Auburn and Pottsville.

The *Schuylkill & Susquehanna R. R.* runs S. W. from Auburn. **Stations.** — Auburn; Summit, 7 M.; White Horse, 12; Pine Grove, 18; Ellwood, 24; Rausch Gap, 30; Cold Spring, 33; Yellow Spring, 35; Rattling Run, 38; Forge, 46; Dauphin, 51; Rockville, 54 (Harrisburg 59).

The country which is traversed by this line is thinly settled, and consists of a long and narrow valley between lofty and continuous mt. chains. 20 min. after leaving Auburn the water-shed is crossed at Summit station, and the line descends into the Swatara Valley. The tall ridge of the *Blue Mt.* is on the l., and at Pine Grove the line intersects the Lebanon & Tremont R. R., which runs S. W. through the Swatara Gap to Lebanon (see page 253), and to the N. traverses the defiles of the Second and Sharp Mts., and enters the coal-mining district about Lorberry and Donaldson. Its terminus is at *Brookside*, beyond Tower City, whence splendid views are enjoyed. The S. & S. train now runs S. W. in the deep trough between the Second and Third Mts., through a solitary wilderness, with trackless ridges on either hand. The Susquehanna River is reached at *Dauphin*, 8 M. N. of Harrisburg.

Beyond Auburn the Pottsville train passes on to *Schuylkill Haven*, whence a coal-branch runs N. W. 13 M., by Mine Hill Gap to Glen Carbon and Glen Dower. Passing to the N. through the Sharp Mt., at *Mt. Carbon* is seen the large summer hotel known as the Mansion House. **Pottsville** (*Pennsylvania Hall*, $2.50 a day; *Merchants' Hotel*; *American*) is a city of 14,516 inhabitants, with 6 banks and 19 churches (of which 4 are German and 3 are Welsh). This place is the head-quarters of the Schuylkill coal-district, and is the abiding-place of the chief operators in the mining-stocks. It is also the seat of large and important manufactures, and owes its growth to the development of 50 years. Just to the S. is the gap in Sharp Mt., and the city is picturesquely located upon and about the steep hills near the Schuylkill. The great Schuylkill coal-field extends to the N., E. and W., and is traversed by numerous railroads which converge on the Phila. & Reading R. R. In each of the years 1871–73 there were over 5,000,000 tons of coal shipped from this district; and the aggregate export since 1850 has been 87,700,000 tons. Most of this immense product is moved East by the P. & R. R. R. and the Schuylkill Canal; and 2,266,893 tons were shipped from Port Richmond (at Phila.) in 1873, of which 1,363,303 tons went to New

England. In 1872–73 the P. & R. R. R. carried over 10,000,000 tons of coal to the E. Pottsville is the capital of Schuylkill County, and is picturesquely situated in the narrow valley between Mine Hill and Sharp Mt. Several railroads diverge hence to the great collieries to the N. and N. E. (Frackville, St. Clair, Port Carbon, etc.), crossing Broad Mt. and intersecting the system of tracks which traverse the defiles below Mahanoy Mt. The *Mt. Link & Schuylkill Valley R. R.* (3 trains daily) runs N. E. 18 M. to Tamaqua, passing several large collieries and the important borough of *Port Carbon*, the seat of the Schuylkill Iron Works. This line follows Sharp Mt. (on the r.) up the narrowing valley; and at Tuscarora the Locust Mt. is seen on the l., and is followed to *Tamaqua*.

At Port Clinton the through train passes on to the rails of the Little Schuylkill R. R., and traverses a rugged and uninhabited region. The Blue Mt. is followed (on the r.) for 6 M., and then the Second Mt. is approached on the l. Beyond Hecla the Wild Cat Mt. looms on the l., and the Mauch Chunk Mt. is seen on the r. **Tamaqua** (*Mansion House*) is an important borough of 6,000 inhabitants, with a large coal-trade, and is connected by railroad with Mauch Chunk (see page 307). The tracks of the Reading R. R. in this section of the county intersect and connect with those of the Lehigh Valley R. R. (see page 311).

The *Catawissa R. R.* runs N. W. from Tamaqua, and is followed by the Williamsport train. At E. Mahanoy Junction the Mt. Link & S. V. R. R. is met; and the train ascends Locust Mt. on heavy grades (60 ft. to the M.). Views are given of the Quakake Valley, and beyond the tunnel at Summit station (1,400 ft. long) the Catawissa ("clear water") Valley is seen for many miles. Stages run from Summit to Hazleton. The Catawissa Creek rises in the tunnel, and is followed by the railroad for 30 M. At *Quakake* a branch of the Lehigh Valley R. R. is intersected, and the coal-lands given by Stephen Girard to the city of Phila. are traversed. Opposite Girard Manor is Spring Mt., the highest point in E. Penn. Green Mt. on the r. and the N. Mahanoy Mt. on the l. now attract the attention; and the city of Mahanoy is 4 M. S. of its station, among the highlands (see page 311). Fine railroad-engineering works are now seen as the line approaches McAuley's Mt.; and at *Ringtown* the Catawissa is crossed on a bridge 1,210 ft. long and 135 ft. high. The irregular heights of Catawissa Mt. are now approached on the l., and the scenery on the creek at Stranger Hollow is highly esteemed. The Nescopec Mts. now draw near on the r.; and the line crosses the Long Hollow Bridge, 1,050 ft. long and 125 ft. high (near Shuman's); Fisher's Bridge, 755 ft. long and 124 ft. high (beautiful views of the valley); Mine Gap Bridge, 600 ft. long and 103 ft. high; and Mainville Bridge, 700 ft. long and 110 ft. high. From this latter bridge are obtained fine views of the quiet hamlet of

Mainville, the rich valley, the Nescopec Mts., and the Mainville Water Gap. **Catawissa** (*Susquehanna House*) is prettily situated at the confluence of the Catawissa Creek and the Susquehanna River, and is surrounded by fine scenery. From the adjacent bluffs are gained beautiful views, one of which Moran has painted for an autumnal landscape. The village was settled by the Friends at an early date, and has 1,200 inhabitants, 4 churches, several iron-works and machine-shops, and a lucrative local trade. At this point the Danville, Hazleton & Wilkes-Barre R. R. is intersected; and 2 M. beyond the Lackawanna & Bloomsburg R. R. is reached. The Susquehanna is crossed at Catawissa; and from *Rupert* station daily stages run to Bloomsburg and Orangeville. Montour's Ridge is seen on the r., and the train passes on to **Danville** (*Montour House*), a borough of 8,436 inhabitants, largely engaged in the iron-manufacture. The Montour Iron Works make great quantities of railroad iron; and there are 7 furnaces and 5 rolling-mills in the borough. Danville is the capital of Montour County; and on an eminence in the vicinity are the spacious buildings of the *Penn. Insane Asylum.* S. Danville is a populous village across the Susquehanna (N. Branch), and has the stately Grove mansion. The train now leaves the N. Branch of the Susquehanna, crosses Montour's Ridge and approaches the Mahanoy Mt. Beyond the fertile valley of Liberty it reaches **Milton**, on the Phila. & Erie R. R. and the Susquehanna River.

Milton to Williamsport, see Route 55.

48. Reading to Columbia.

By the Reading & Columbia R. R. in 2¼ hrs., crossing the fertile and populous county of Lancaster.

Stations. — Reading; Sinking Springs, 6 M.; Fritztown, 8; Reinholdsville, 12; Union, 15; Ephrata, 19; Millway, 23; Litiz, 27; Manheim, 32; Sellers, 33; Landisville, 36; Bruckharts, 39; Chestnut Hill, 41; Kauffman's, 42; Columbia, 45.

The Columbia train diverges from the Lebanon Valley line near the Heidelberg hills, and passes S. W. across E. Cocalico to **Ephrata**, near which, on the summit of the highlands, is the summer resort and hotel at the *Ephrata Mt. Springs.* In the village remains the ancient convent of Ephrata, with its quaint and barn-like buildings.

Early in the last century a band of German Pietists came hither, and erected huts on an estate of 250 acres, where they lived in conventual retirement and discipline. Tracing the history of their fraternity from John the Baptist, and devoting themselves to lives of purity and diligence, the brethren endured an austere and arduous life with earnest devotion. In the time of the Prior Onesimus a sisterhood was added to the order (under the Prioress Sister Marcella), and its operations were extended. The monastic dress was the white robe of the Capuchin friars, with cowls and sandals; the diet was solely of vegetables; and during their journeys the brethren walked in single file, with eyes cast down, and without speaking. They celebrated the Eucharist at night, washing each other's feet; attended Divine service 4 times daily; and covered their faces with cowls when beyond the walls. There were 36 monks in the Zion cloister, and 35 nuns

in the Kedar cloister, and their sweet and peculiar singing resembled "the Æolian harp harmonized." Much time was spent in illuminating MSS.; and a printing-press was set up in the convent, after which it became a great centre of light in the province. The entire fraternity was deported to Lancaster jail for nonpayment of taxes, but were released, and gave saintly service to the great army hospitals at Ephrata (150 Continental soldiers were buried on Mt. Zion). The Western settlers were all driven in on this place during the Revolution, and were defended by a detachment from the army. The founder of the order is buried under a stone which is inscribed: "Here rests a Birth of the love of God, Peaceful, a Solitary, but who afterwards became a Superintendent of the Solitary Community of Christ in and around Ephrata; born at Oberbach, in the Palatinate, and named Conrad Beissel. He fell asleep the sixth of July, A. D. 1768; of his spiritual life the 52d, but of his natural one, 77 years and 4 months." The cloisters stand near the banks of the Cocalico River, and are now nearly deserted; but the people of Ephrata are of the same sect, and are "remarkable for the purity of their lives, the simplicity of their manners, and the fervor of their devotion." The quaint old volume (printed here) called the *Chronicon Ephratense* gives their early history; and there are some ancient illuminations in the chapel.

Beyond Ephrata the train passes W. (with Black Oak Ridge on the r.) to **Litiz,** an ancient Moravian village with quaint and cleanly houses and large church-schools. It was founded by Bishop Hehl in 1756, and has been the seat of several councils. There is said to be much resemblance between this place and the Moravian village of Königsfeldt, in the Bavarian Black Forest. In this vicinity is the summer hotel at the *Litiz Springs,* situated amid pleasant hill-scenery. The train now crosses the towns of Penn and Rapho, with the long South Mt. on the r. (distant). Turning S. from the borough of Manheim, it intersects the Penn R. R. at *Landisville,* crosses the town of W. Hempfield, and reaches **Columbia** (see Route 59).

49. Reading to Wilmington.

By the Wilmington & Reading R. R. in 4–4½ hrs., descending the Brandywine Valley and crossing the county of Chester. *Fares.* — Reading to Coatesville, $1; to Wilmington, $2.

Stations. — Reading; Birdsboro', 9 M.; White Bear, 14; Geigertown, 17; Cold Run, 19; Joanna, 22; Springfield, 23; Conestoga, 27; Waynesburg Junction, 28; Rockville, 30; Beaver, 31; Honeybrook, 32; Hibernia, 36; Brandywine, 37; Coatesville, 40; Modena, 43; Mortonville, 45; Embreeville, 48; Sager's, 54; Pocopson, 56; Chadd's Ford, 58; Smith's Bridge, 62; Centre, 64; Dupont, 66; Lancaster, 69; Newport Road, 71; Wilmington, 73.

The train passes out from Reading and follows the Phila. & Reading R. R. by the Neversink Hills and along the placid Schuylkill River. At *Birdsboro'* it diverges to the S., and crosses the sterile gravel lands of Robeson and Union townships. Beyond Geigertown the fruitful *Great Valley* is entered, and the line ascends the Welsh Mt. by easy gradients. Descending to the plains of Chester County, the train crosses the Waynesburg Branch of the Penn. R. R. The W. Branch of the Brandywine is now reached, and the main line of the Penn. R. R. is intersected at the flourishing borough of *Coatesville.* The train now runs S. E. through a fertile and well-cultivated land, and near the placid Brandywine. From *Sager's* stages run N. E. 3–4 M. to West Chester, the county-seat; and

the State Road runs 6 – 7 M. S. W. to Kennett Square. *Chadd's Ford* is 4 M. beyond Sager's.

The *Battle of Brandywine* was fought Sept. 11, 1777. Gen. Howe had led his army by sea from New York to attack Phila. ; and, landing at the head of Chesapeake Bay, advanced to Kennett Square. Washington held the heights about Chadd's Ford with 9,000 Continental troops and a swarm of active but undisciplined Penn. and Del. militia. The Anglo-German army advanced against the American position at daybreak, and while Knyphausen's Hessians menaced and cannonaded the patriot lines, Lord Cornwallis led the main body of the army by a rapid, secret, and circuitous march of 17 M., eluded the patrols, and suddenly appeared on the heights over the American right rear. Sullivan's brigades had hardly formed in line of battle, when the enemy swept upon them in overwhelming numbers, and routed the right and left wings. 800 Continentals stood firm in the centre, under Sullivan, Lafayette, and Stirling, until they were nearly annihilated by artillery. This was near the Birmingham Quaker meeting-house, now a quaint old building of serpentine stone, in whose yard many officers are buried (an incorrect local tradition points out the grave of the noble Northumbrian, Earl Percy, who left America before the battle). Lafayette was wounded, Sullivan's aids were killed, and the entire right wing was broken up. Greene's Virginians and Pennsylvanians left Chadd's Ford, and double-quicked 4 M. in 40 min. ; formed in line 1 M. from Birmingham church ; received the broken regiments of fugitives ; and repelled the victorious British until dark. Meantime the Hessians had crossed at Chadd's Ford and routed the left wing under Wayne, capturing their camps and artillery. Wayne's men took shelter behind Greene's valiant division, and during the night the Americans fell back to Chester, having lost 1,200 men and 11 pieces of artillery. The royal army lost about 600 men, and soon afterwards entered Phila. in triumph.

Near Chadd's Ford the present route crosses the Phila. & Balt. Central R. R. ; and beyond *Smith's Bridge* the State of Delaware is entered.

50. New York and Philadelphia to Harrisburg, Pittsburgh, and the West,

By the Pennsylvania R. R., which forms one of the chief routes between the Atlantic coast and the Western States, controlling 1,600 M. of track. This line traverses some of the richest agricultural districts of the State ; passes through several large cities ; and affords beautiful views of the scenery of the Juniata Valley and the main chain of the Allegheny Mts. Numerous branch roads diverge on either side ; and at Pittsburgh connections are made with the Ohio system of railroads. Rapid express-trains run W. from N. Y. and Phila., and are furnished with palace and drawing-room cars. The cars are lighted by gas and heated by steam, and run on steel rails over a road-bed of limestone 20 inches deep. The Pullman cars run through (without change) from Phila. to Harrisburg in 4 hrs. ; to Pittsburgh in 13 – 15 hrs. ; to Cleveland in 20¾ hrs. ; to Chicago in 33 hrs. ; to St. Louis in 44 – 46 hrs. ; to Louisville in 36½ hrs. There is but one change of cars to Omaha, 58 hrs. ; St. Paul, 57½ hrs. ; Memphis, 63½ hrs. ; Mobile, 82 hrs. ; and New Orleans, 83 hrs. Tickets and information may be obtained at 77 and 79 Washington St., Boston ; 271, 435, 526, and 944 Broadway, 8 Battery Place, and 1 Astor House, New York ; 838 and 901 Chestnut St., the corner of Broad and Chestnut Sts., and 116 Market St., Phila. ; the corner of Baltimore and Calvert Sts., Baltimore ; the corner of 6th St. and of 13th St. and Penn. Ave., Washington ; and at the railroad stations.

The head-quarters of the road is at Phila , and the actual terminus is at New York, whence its swift Cincinnati and Pacific express-trains cross New Jersey with but 5 stops, and swing around Phila. to Mantua Junction and W. Phila. The local fares are : Phila. to Downington, $1.13 ; to Lancaster, $2.40 ; to Harrisburg, $3,69 ; to Millerstown, $4.83 ; to Lewistown, $5.81 ; to Huntington, $7.10 ; to Altoona, $8.29 ; to Johnstown, $9.65 ; to Greensburg, $11.29 ; to Pittsburgh, $12.40.

Stations.—N. Y. to W. Phila., 90 M.; W. Phila. to Mantua, 2 M.; Hestonville, 3; Overbrook, 4; Merion, 5; Wynnewood, 6; Haverford College, 8; Bryn Mawr, 9; Villa Nova, 10½; Radnor, 11; Wayne, 14; Eagle, 15; Paoli, 19; West Chester Intersection, 21; Glen Loch, 25; Oakland, 28; Downington, 32; Gallagherville, 34; Coatesville, 38; Parkesburg, 44; Penningtonville, 47; Christiana, 48; Gap, 51; Leaman Place, 57; Bird-in-Hand, 61; Lancaster, 69; Dillersville, 70; Landisville, 76; Mount Joy, 80; Elizabethtown, 87; Branch Intersection, 95; Middletown, 96; Harrisburg, 105; Rockville, 111; Marysville, 113; Duncannon, 120; Baily's, 128; Newport, 133; Millerstown, 138; Thompsontown, 143; Perrysville, 152; Mifflin, 154; Morrows, 161; Lewistown, 166; McVeytown, 178; Newton Hamilton, 188; Mount Union, 191; Mapleton, 194; Mill Creek, 198; Huntingdon, 203; Petersburg, 209; Spruce Creek, 215; Birmingham, 220; Tyrone, 223; Tipton, 226; Bell's Mills, 230; Altoona, 237; Kittaning Point, 242; Galitzin, 249; Cresson, 252; Lilly's, 255; Wilmore, 262; S. Fork, 264; Mineral Point, 269; Conemaugh, 273; Johnstown, 276; Nineveh, 285; New Florence, 289; Bolivar, 295; Blairsville Intersection, 300; Derry, 308; Latrobe, 313; Greensburg, 323; Penn, 328; Irwin's, 332; Carpenter's, 337; Wall's, 339; Brinton's, 342; Hawkins, 345; E. Liberty, 347½; Millvale, 349; Lawrenceville, 352; Pittsburgh, 354; Wheeling, 445; Cleveland, 504; Toledo, 615; Detroit, 680; Fort Wayne, 674; Chicago, 822; St. Louis, 974; Memphis, 1,154; Mobile, 1,473; New Orleans, 1,531; St. Paul, 1,231; Duluth, 1,387; Omaha, 1,316; Cheyenne, 1,832; Salt Lake City, 2,382; Sacramento, 3,038; San Francisco, 3,223 M. from Philadelphia.

The through train on this route from New York to the West crosses New Jersey, and follows the r. bank of the Delaware from Trenton to Frankford, where it turns W. and passes around the city of Phila. New York to Phila. by the Penn. R. R., see Route 37. On leaving the W. Phila. station (31st and Market Sts.), the train passes near the S. border of Fairmount Park, and at Hestonville gives a view of St. John's Asylum. At *Overbrook* are seen the imposing buildings of the Roman Catholic Theological School of St. Charles Borromeo, which was founded in 1833, and educates the clergy of this diocese. The buildings are of great extent, and are situated in pleasant grounds, while their domes and cloisters exemplify the light and cheerful Italian architecture. The line now enters the fair and fruitful county of Chester, which was early settled by the Friends, and is now largely populated by German-Americans. For a long distance a uniform ridge is seen on the r., bounding the famous Great Valley. The dairy products of this county are of great value, and clusters of farm-buildings are seen on either side, among which the most conspicuous are the spacious and substantial barns. *Haverford College* pertains to the Friends, and was founded in 1833. It has 5 professors and 50–60 students, with a library of 8–10,000 volumes. At Villa Nova are seen the stone buildings of the *Villa Nova College*, pleasantly situated on a knoll over a rich farming country. It has nearly 100 students, and is conducted by the Augustine monks, whose convent is near the college-halls. Station, **Paoli,** near the ancient tavern which was distinguished over a century ago by the sign of Gen. Paoli.

2 M. S. W. of this inn is the marble monument which marks the battle-field of Paoli. On the night of Sept. 21, 1777, Gen. Wayne and 1,500 Americans were encamped here in fancied security, when Gen. Gray, with 2 British regiments, cut off their pickets and attacked the lines. The Continentals, hastily forming

by the light of the camp-fires, were struck with resistless force by the hostile columns, leaping forth from the storm and darkness. A panic-stricken flight ensued, and the assailants, refusing to give quarter, bayoneted 150 men. They then scattered Smallwood's Marylanders (1,150 men), and remained in possession of the American camps, stores, and artillery. About 2 M. from Paoli was born (Jan. 1, 1745) Anthony Wayne, one of the bravest and most brilliant of the officers of the army. He was called "Mad Anthony Wayne," and was especially distinguished for the storming of Stony Point (see page 69), and for his victorious campaigns against the Indians of Ohio (1792–94).

The *West Chester R. R.* runs S. W. from the intersection, 2 M. beyond Paoli, to **West Chester,** the capital of Chester County. The borough contains 5,630 inhabitants, and is beautifully situated on a ridge over the fertile valley. There are 3 fine academies here; and the villas and mansions in the vicinity are neat, and occupy embellished grounds. The West Chester & Phila. R. R. runs thence S. E. and E. to Phila.

Downington is a pretty rural village near the marble-quarries which supplied Girard College. The *Chester Valley R. R.* runs thence N. E. 22 M. through the garden-like Great Valley to Bridgeport (see page 331); and the *Waynesburg Branch* runs 18 M. N. W. to *Waynesburg* (fare, 55c.; time, 50 min.), a farming-centre near the Welsh Mt. The Pittsburgh train passes S. W. to the prosperous borough of **Coatesville** (3,000 inhabitants), where the W. Branch of the Brandywine is crossed on a bridge 900 ft. long and 60 ft. high. The Wilmington & Reading R. R. is intersected near this point (see page 337).

The *Penn. & Delaware R. R.* runs 38 M S. W. from Pomeroy, traversing a quiet rural region. At Avondale it crosses the Phila. & Balt. Central R. R.; at Loudenberg, the Wilmington & Western R. R.; at Newark, the Phila., Wil. & Balt. R. R.; at Del. R. R. Crossing, the Delaware R. R.; and in 2¾ hrs. from Pomeroy the train reaches Delaware City.

Parkesburg is a new and thriving village with iron-works and machine-shops. From *Gap* station a pleasant road leads off through the picturesque hill-country of Chester and Lancaster, whose inhabitants have been likened, in their frugality and simplicity, to the Tyrolese. They are mostly Friends or descendants of Friends. This district was called by Theodore Parker the most beautiful country that he had ever seen. From *Mine Ridge* the railroad overlooks the rich plains of Lancaster County, which has been called "the garden of America," and is occupied by countless small farms (60–80 acres, or less), whose fine barns attract the attention. This district is famous for its large and powerful draught-horses, and for fine breeds of cattle. The county is also remarkable for its multiform theology, and it is claimed that no spot on the earth, with so small a population and area, has so many religious sects. In addition to the more familiar churches, there are many rural societies of the Dunkards, Mennonites, Amish, and other singular German sects, whose votaries are generally distinguishable by peculiarities of costume and personal appearance (see page 333). Beyond Gap the train descends to the

Pequea Valley, which was settled in 1709 by Swiss Mennonites from Zurich and Berne, whose deputies returned to Europe and brought over large numbers of fellow-sectaries. From Leaman Place a branch railroad runs 4 - 5 M. S. W. to the pleasant borough of *Strasburg*. The train now crosses Pequea Creek, traverses the town of Lampeter, and reaches

Lancaster.

Hotels. — The Stevens House is a new and first-class hotel; the City Hotel; Michael's; and several other small houses are near the station.

Railroads. — The Penn. R. R., to Phila. in 69 M., to Harrisburg (36 M.) and Pittsburgh (285 M.); the Reading & Columbia, to Reading in 42 M. (see Route 48); the Columbia Branch, to Columbia in 12 M. (and Harrisburg in 37 M.). *Stages* run from Lancaster to Safe Harbor, Peach Bottom, New Hollow, Gordonsville, Millersville, Fairville, Neffsville, Rawlinsville, and Quarryville.

LANCASTER, the capital of Lancaster County, is favorably situated in a rich farming country, 1 M. W. of Conestoga Creek. It has 20,233 inhabitants, with 21 churches (1 Moravian, 1 Mennonite), 2 daily papers, and 6 weeklies (2 German), and 3 banks. There are extensive manufactories of locomotives, rifles, carriages, axes, and other wares; and there is a considerable slack-water navigation on the Conestoga, which descends by 9 locks to Safe Harbor, 18 M. S. W. on the Susquehanna River. The city is compactly built (for the most part of brick), and its main streets, King and Queen, intersect each other in a wide central plaza, which is generally crowded on market days. To the E., on E. King St., is the imposing building of the *Court House*, with a portico supported on Corinthian columns. Farther out on E. King St. is the *County Prison*, a neat building in Norman architecture. At the W. end of James St. are the halls of *Franklin and Marshall College*, an institution of the German Reformed Church, with 7 professors, 70 - 80 students, and a library of 13,000 volumes. Franklin College was founded in 1787, and was well endowed by the State; but languished and was finally closed up. The Reformed Church assumed its control in 1853, and united it with Marshall College. The buildings are neat and substantial, and command pleasant views of the city and the Conestoga Valley. S. Queen St. leads to the *Woodward Hill Cemetery*, a large and picturesque ground in a bend of the creek; and the old Moravian graveyard is on North St., near Chestnut. *Fulton Hall* is near the market-place, and is much used for evening entertainments.

Lancaster was laid out in 1728 by order of the Penn proprietors, and was rapidly settled by German Lutherans. In 1742 it was made a borough, and in 1754 it had over 2,000 inhabitants, with manufactories of saddles and guns. The turnpike leading to Phila. is said to be the oldest in the Republic, and was built 1792 - 94 at a cost of $465,000 (62 M. long). In 1764 the Presbyterian fanatics of Paxton and Donegal attacked (without provocation) the village of the peaceable Conestoga Indians, and killed several of their number. The remainder were guarded in the Lancaster workhouse until 2 weeks later, when 50 Paxton horsemen rode into the town, forced the workhouse doors, and massacred the unarmed

and blameless Indians, — men, women, and children. Large forces then gathered and marched on Phila., designing to exterminate the Moravian Indians who had taken shelter there; but the tranquil Quakers aroused themselves and took arms, and the expedition came to naught. Lancaster was for many years the largest inland city in the U. S.; and was the capital of the State from 1799 to 1812.

Among the natives of Lancaster were Dr. A. L. Atlee; B. S. Barton, the naturalist; John W. Forney, the journalist (founder of the *Phila. Press*, and Sec. of the U. S. Senate, 1861–68); Col. George and Gen. John Gibson, Gen. Henry Miller, Col. Naumann, Gen. John Steele, and Gen. Andrew Porter, of the U. S. Army; Gen. J. F. Reynolds, who was killed while leading the vanguard at Gettysburg; David Ramsay, the historian; and Lindley Murray (in a neighboring village), the grammarian. Bishop Otterbein here founded the sect of the United Brethren, which has 90,000 communicants in the U. S.; and J. W. Nevin, D. D., the originator of the Mercersburg system of theology, has resided here for many years. Robert Fulton, the inventor of steam-navigation (see page 83), one of the most ingenious and energetic of men, was born in this county and educated in Lancaster. 1 M. from the city is *Wheatland*, the estate where lived for many years James Buchanan, the 15th President of the U. S. He was born in Franklin County in 1791; became a successful lawyer at Lancaster; was in Congress from 1821 to 1831; minister to Russia, 1832–34; U. S. Senator, 1834–35; Secretary of State, 1845–49; minister to England, 1853–56. In 1856 he was elected President by the Democratic party; and during the last months of his administration the Southern States declared themselves free. Buchanan's extreme views of State Rights prevented him from re-enforcing and defending the U. S. forts and arsenals in the insurgent States; and he left public life at the outbreak of the Secession War. In 1868 he died at Wheatland.

The train runs N. W. from Lancaster, and at *Dillersville*, 1 M. distant, the Columbia Branch diverges to the l. At *Landisville* the line is intersected by the Reading & Columbia R. R. (Route 48), and beyond the wealthy borough of *Mount Joy* the South Mt. ridge is seen on the r. Elizabethtown is near the gap in the South Mt., and the train crosses the Conewago Creek on a fine bridge 100 ft. high and meets the Columbia Branch near the bridge over the Swatara. **Middletown** (*Middletown Hotel; Railroad House*) is an important shipping-point at the confluence of the Swatara and the Susquehanna Rivers, and is on the Union Canal. It has over 3,000 inhabitants, and is the seat of car-works, foundries, and machine-shops. The name is derived from the fact that it was laid out (in 1775) as a midway halting-place between Lancaster and Carlisle. The train now runs N. W. for 9 M., with the broad Susquehanna River on the l. hand, and enters the city of

Harrisburg.

Hotels. — * Kirkwood House, $3 a day, on Market Square; * Lochiel House, $3, on Market St.; Bolton's Hotel, on Market Square; City Hotel, and other small houses near the R. R. station. State Capitol House, on 3d St., near the Capitol Park.

Reading-Rooms. — State Library, in the Capitol, open 9–12 and 2–4; Y. M. C. A., College Block, 2d St. *Amusements* at the new Opera House, on 3d St., near the Capitol.

Horse-Cars. — From the R. R. station up Market St. to 2d St., and N. on Walnut, 3d, Verbeke, and 6th Sts., passing the State Capitol and running near the Insane Asylum.

Railroads. — The Penn. R. R. to Lancaster, 69 M.; to Phila., 106 M.; to New York, 198 M.; to Altoona, 131 M.; to Pittsburgh, 248 M.; to Erie, 341 M.; — the Northern Central Railway, to Baltimore, 85 M.; to Washington, 125 M.;

to Elmira, 171 M.; to Rochester, 269 M.; — the Cumberland Valley R. R., to Hagerstown, 74 M.; — the Lebanon Valley R. R. (Allentown Line), to Reading, 54 M.; to Allentown, 90; to New York, 182.

Harrisburg was founded in 1719 by John Harris, a Yorkshire brewer who had made a fortune by removing stumps from the streets of Philadelphia. The land was called Paxton, and was owned by the Unami tribe of the Delaware nation. The settlers marched toward the scene of the Mahanoy massacre in 1755, but were ambushed and lost several men; and at a later day the Indians (led by French officers) killed many of the people. The 4th Penn. battalion was raised in this vicinity during the Revolution; and in 1784 John Harris, Jr., laid out the present city. In 1789–90 the Republic was nearly broken up by fierce discussions in Congress, — the Northern and Eastern members demanding that the national capital should be located on the Susquehanna, near Harrisburg, while the members from the S. and W. insisted on the line of the Potomac. The persuasions of Jefferson finally located the capital on the Potomac. In 1785 the town was named *Louisburg*, in honor of the King of France; while, in honor of the prince-royal, his son, the county received the name of *Dauphin* (which it still retains). Harrisburg became a borough in 1791; the *Oracle of Dauphin* newspaper was started in the same year; and in 1812 the capital of the State was located here. Washington and Lafayette were received at Harrisburg with great ceremony; and 13 companies left this vicinity for the War of 1812 (1st and 2d Penn. Regs.).

The city is now largely engaged in manufactures, and is favored by its proximity to the great mineral deposits of the State. The chief industries are the car-factories, steel-works, and the rolling-mills and furnaces of the Lochiel Iron Co.

Harrisburg, the capital of Pennsylvania, is favorably situated on alluvial hills on the E. bank of the Susquehanna River, 106 M. from Philadelphia, and 248 M. from Pittsburg. It has 24,796 inhabitants, 30 churches, 6 banks, 4 daily and 6 weekly papers. The surrounding scenery is pleasing, and the country is very populous; and the city derives much importance from its railroad connections with the Susquehanna, Juniata, and Cumberland Valleys. The **State Capitol** is a comfortable but antiquated building on a hill N. of the city, and fronting down State St., on the Susquehanna. The main entrance is by a circular portico upheld by 6 Ionic columns of sandstone, 36 ft. high. From this point a lofty rotunda is entered, with the Senate Chamber on the l., and the House of Representatives on the r., — low and unpretentious but comfortable chambers. The chair of the Speaker of the House is the same in which John Hancock sat while signing the Declaration of Independence and also Lafayette's commission in the American army. The **State Library** is in the second story, and contains 30,000 volumes, in a well-lighted and cheerful hall, whose centre is occupied by a statue of Minerva. Around the galleries are arranged portraits of 29 governors of the colony and State, including Mifflin, Franklin, and Penn (the latter bearing date 1666, and representing Penn in full armor, and with long hair). The portrait of Gov. Geary (over the door) is by Rothermel. In cabinets here are a few notable curiosities, — medals, quaint coins, letters of Franklin and Hamilton, Continental money, ancient royal charters (Charles II. to Penn), Indian deeds of land, a Mexican lance, and the flags of the Hessian garrison of Trenton. Opposite the Adjutant-General's office is a room in which are skilfully displayed the 330 flags of

the Penn. regiments in the Secession War (28 only were lost). The summit of the dome is always accessible, and commands an attractive * view of the city and its environs, with the broad Susquehanna, and its passage through the mts. to the N. W. Flanking the Capitol are two buildings in similar architecture, occupied by the State and Land Departments. To the S. is a lofty and graceful marble monument in honor of the Penn. soldiers who fell in the Mexican War. Beyond this is the **State Arsenal,** with its military armaments and park of artillery. Among the cannon are 2 captured at Cerro Gordo, and 4 which were brought to America by D'Estaing, and were presented by Lafayette to Congress. The oriflamme is emblazoned on each gun, and near the muzzle is the significant legend, *Ultima Ratio Regum.* Between the Capitol and the river is a rude and unadorned obelisk raised in honor of the soldiers of Dauphin County who died in the Civil War. The Court House is a spacious brick building on Market St., with a high portico and a dome. Just below the long and costly bridges which cross the Susquehanna is the Harris Park, where is seen the trunk of the tree to which John Harris, the pioneer of the city, was bound by hostile Indians. They were about to burn him to death, when a rescuing party arrived and drove them away.

Front St. is on the bank of the Susquehanna, and is lined with fine mansions. It is a favorite promenade, and commands a series of pleasant views of the river, with its villages, islands, and bridges. During the advance of the Confederate army, in 1863, Harrisburg was seriously menaced, and the opposite heights were crowned with strong field-works. The villages of Wormleysburg and W. Fairview are seen on the S. shore, and the 2 parallel bridges (railroad and highway) which cross at Foster's Island. 1½ M. N. W. of Harrisburg is the **State Lunatic Asylum,** with a Tuscan portico and spacious wings. The view from the dome is extensive and diversified. On the heights to the N. is the Brant mansion (in Gothic architecture), near which is a large convent. 3 M. distant is the ancient *Paxton Church,* built in 1722, and still used. **Market St.** is the chief business thoroughfare, and crosses State St. at a wide square, which is occupied by market-houses. There are several large churches, and the Opera House is a costly building. The *Harrisburg Cemetery* is favorably situated on the ridge above the Penn. Canal and the Paxton Creek, and is approached by State St. It affords a fine prospect of the river and city, and of the Kittatinny Mts. on the N. and W.

As the train leaves Harrisburg for the W., it passes the Insane Asylum on the r., and runs N. to that picturesque point where the Susquehanna breaks through the Blue Mt. This fine pass has been likened to an episode of the scenery of the Rhine, at Andernach. The train now crosses the river on a bridge 3,670 ft. long, whence pleasant views are afforded on

either side. This bridge was defended by block-houses during the Secession War. On the l. is Cove Mt., which forms a semi-ellipse, with both ends resting on the river and enclosing a valley 6 M. wide, called *The Cove*. A second gap is now approached on the N., in which Peter's Mt. is passed, amid pleasant and highly picturesque scenery. Station, *Duncannon* (at the mouth of Sherman's Creek), whence a road leads 12 M. W. to the *Perry Warm Springs*. The line soon diverges from the Susquehanna River, and follows the course of the beautiful Juniata, ascending through a wild and picturesque region of mts. and ravines. The narrow and fertile limestone valleys which diverge on either side are occupied by farms and small hamlets; but extensive districts among the rugged mts. are still in the wilderness state, and are frequented for the arduous sports of deer and bear hunting. The accommodations for tourists are but limited, and much of the best scenery is seen from the cars. This region was formerly inhabited by an active tribe of Indians, who subsisted on the game which then abounded here; and the Delawares and Nanticokes held the lower valley for many years.

"Gay was the mountain-song
Of bright Alfarata,
Where sweep the waters of
The blue Juniata.

"Strong and true my arrows are,
In my painted quiver;
Swift goes my light canoe
Adown the rapid river."

2 M. above Duncannon, the hamlet of **Benvenuo** is seen on the r., on *Duncan's Island*, a long and level alluvial island at the confluence of the rivers. The aqueduct of the Penn. Canal is on the r. as the train turns to the N., with the Juniata close alongside. On the l. is Dick's Hill, above which the Limestone Ridge (l.) and Half-Falls Mt. (r.) nearly close the gorge.

Duncan's Island was occupied at an early date by the Delawares, who were afterwards defeated here after a battle in which 1,000 men were slain. The Delawares fought heroically; but the Cayugas were armed with muskets, and therein held a decided advantage. In 1740 the Scotch-Irish settled here, but were soon evicted by the Penn proprietors, who also burnt their cabins. The Nanticoke Indians located on these fertile plains after leaving the Valley of Wyoming, and were visited by the austere and fearless missionaries, Loskiel, the Moravian, and Brainerd, the Puritan. Brainerd called these Indians "pagans and idolaters," and endeavored, by the aid of the Bible, to spoil the incantations and frustrate the charms during their great religious festival. But the Nanticoke pontiff said that God had taught him his religion, and he would never turn from it; adding that he would not believe in the Devil, and maintaining that the souls of the dead passed to the South, where the good were kept in a fair city with spiritual walls, while the evil hovered forever in outer darkness.

As Buffalo Mt. is approached on the r., the train reaches *Newport*, a river-village, whence a road leads 5 M. S. W. to *Bloomfield*, the capital of Perry County, a small and decadent borough in the Mahanoy Valley. The *Tuscarora Mt.* is now seen in advance, filling all the horizon with its long and even-crested ridge. Beyond *Millerstown* a narrow defile is traversed in this ridge, and the line enters the great *Tuscarora Valley*, which extends for 50 M. between the Shade and Tuscarora Mts. From the slope

of Law's Ridge pleasant views are now enjoyed of *Mifflintown*, which is soon reached by the train. It is a pleasant hamlet on the l. bank of the Juniata, and is the capital of Juniata County. 4 M. beyond this point the line enters the romantic pass called the **Long Narrows**, where the river is compressed into a gorge which is overhung by bold bluffs and shaggy hills. Within these contracted limits the railroad, highway, river, and canal make many broad curves between the broken lines and low peaks of the Shade Mt. and the Blue Ridge. These heights are said to be haunted by the ghost of Captain Jack (otherwise called the "Wild Hunter of the Juniata," and the "Black Hunter"), a daring ranger and Indian-fighter of the early colonial days.

Lewistown (*National Hotel; Coleman's*) is seen across the river from the station of the same name (stages run to the hotels). It is a borough of 2,737 inhabitants, situated on high ground on the l. bank of the Juniata, nearly midway between Jack's Mt. and the Blue Ridge. It is the capital of Mifflin County, and the Court House occupies a conspicuous position on the central square. Lewistown was settled by the Buchanans about the year 1755. Fort Granville was built 1 M. above, and was garrisoned by provincial troops, but the French and Indians captured it in 1756, and tortured several of the soldiers. 6 M. N. (near Reedsville) is *Logan's Spring*, the favorite camping-ground of the great chief, Logan, a firm friend of the Americans, and a brave and accomplished chief. He moved to Ohio in 1771; and in 1774 his family was slaughtered by marauding Americans. Thereafter, until his violent death in 1780, he was the scourge of the Western settlements. Logan's famous speech to the American envoys is preserved in Jefferson's "Notes on Virginia." From Lewistown the picturesque Kishacoquillas Valley is entered, and may be followed to the N. for 13 M. to the *Seven Mts.* It is enclosed between Jack's Mt. and Stone Mt. (Blue Ridge), and on the E. "is split into 3 deep, picturesque vales by 2 long mts. standing out in the valley like stranded ships turned bottom up." Opposite Logan's Gap it is 4 M. wide, and is "a paradise of beautiful fertility." Fine trouting is found in the upper parts of the valley; on the *Blue Ridge* to the S. is an unbroken wilderness which extends for many leagues, and is haunted by bears and deer.

The *Mifflin & Centre County R. R.* runs 13 M. N. (in 50 min.; fare, 40c.) from Lewistown to the sequestered hamlet of *Milroy* (450 inhabitants), which is near the silent passes of the Seven Mts. This railroad follows the Kishacoquillas Creek through a deep defile in Jack's Mt. and enters Armagh, whose fertile limestone valleys are overlooked by knob-like peaks.

The Lewistown Division.

Stations. — Lewistown Junction; Lewistown, 1 M.; Maitland, 5; Painter, 8; Shindel, 11; Wagner, 12; McClure, 17; Adamsburg, 23; Beavertown, 25; Benfer, 30; Middleburg, 33; Meiser's, 36; Kreamer, 37; Pawling, 39; Selinsgrove, 43; Selinsgrove Junction, 45; Sunbury, 50. This railroad (2 trains daily) traverses a thinly settled district between Jack's and Shade Mts. The inhabitants are mostly

of German origin, and are engaged in agriculture. *Beavertown* and *Middleburg* are the chief stations on the line; and at **Selinsgrove** the train crosses the broad and many-islanded Susquehanna and connects with the N. Central R. R. (Route 60).

The Penn. R. R. runs S. W. from Lewistown with the Juniata on the r. and the Blue Ridge on the l. At *Newton Hamilton* the Great Aughwick Valley opens to the S.; and at the prosperous borough of *Mount Union*, the line passes through a gap in Jack's Mt. A narrow-gauge R. R. runs 12 M. S. from Mt. Union to *Orbisonia*, in the Germany Valley. The Sideling Hill is soon seen on the l.; beyond which a view is afforded (l.) of the mouth and lower valley of the beautiful *Raystown Juniata* (branch river). **Huntingdon** (*Ellsworth House; Mansion*) is finely situated on the l. bank of the Juniata, and has a large shipping trade. The *Huntingdon Warm Springs* are 5 M. N., near the foot of the Warrior Ridge; and on the Ridge are the remarkable bowlders known as the *Pulpit Rocks*. The views from Warrior Ridge are of great breadth and interest. The borough contains over 3,000 inhabitants, and occupies the site of an important village of the Oneidas. It was founded by the Provost of the University of Penn. before the Revolution, and was named in honor of the Countess of Huntingdon, who had been a benefactress of the University.

The Huntingdon & Broad Top R. R.

Stations. — Huntingdon; McConnelstown, 5 M.; Pleasant Grove, 7; Marklesburg, 11; Coffee Run, 15; Rough and Ready, 11; Cove, 20; Saxton, 24; Riddlesburg, 29; Hopewell, 31; Tatesville, 40; Bloody Run, 43; Mt. Dallas, 44; Lutzville, 47; Bedford, 52; Wolfsburg, 55; Napier, 57; Sulphur Springs, 62; Londonderry, 66; Preston, 71; Bridgeport, 75 (Cumberland, 89).

The train crosses the Juniata at Huntingdon, and runs S. W. up the arable and productive valley, with Tussey's Mt. on the r. From *Saxton* a branch diverges to *Coalmont* and **Broad Top City,** on the high plateau of Broad Top Mt. This region abounds in semi-bituminous coal, and has 23 collieries, from which 474,178 tons were sent to market in 1873. The Raystown Juniata is crossed near Saxton; and from *Middleburg* (between Warrior Ridge and Round Knob) a branch line runs E. to *Fairplay*. The train passes through the Warrior Ridge, in the gap which is formed by the Raystown Juniata; then traverses Evitt's Mt. and reaches **Bedford** (*Juniata House*), the capital of Bedford County. This borough (1,247 inhabitants) is beautifully situated on a limestone ridge, surrounded by tall mts., and narrow fertile glens, and is favorably known for the purity and coolness of its air. **Bedford Springs** (**Bedford Springs Hotel*) are 1½ M. from the borough, in a pretty glen under Dunning's Mt. The chief spring is chalybeate, and contains, in each gallon, 5 grains of carbonate of iron, 8 of carbonate of lime, 80 of sulphate of magnesia, 10 of chloride of sodium, and 15 of sulphate of lime. The effect is cathartic, and affords relief in cases of dyspepsia, incipient consumption, diabetes, and cutaneous diseases. In the curative process much credit is also given to the pure mountain air. 40 rods from the chalybeate spring is a strong sulphur-spring; and a line of pleasant walks leads to the summit of *Constitution Hill*, whence are afforded fine views of Bedford and its encircling mts. These springs were discovered in 1804, and have been a popular resort for over 60 years.

The R. R. passes S.W. from Bedford with Will's Mt. on the l.; and at Bridgeport connects with the Pittsburg, Washington & Baltimore R. R.

Leaving the picturesque environs of Huntingdon, the Pittsburgh train runs N.W. through the pass in Warrior Ridge, and beyond *Petersburgh*

the Juniata is seen diverging to the l. To the S.W. is *Morrison's Cove*, a rich valley which was settled in 1755 by the German Dunkards, a singular religious sect, one of whose doctrines was that of non-resistance. In 1777 the Indians entered the Cove and exterminated the settlers, who submissively bowed to the stroke of death, saying, "*Gottes wille sei gethan*" (God's will be done). One of their number (named Neff) made resistance, killed two Indians and escaped; but for this inconsistent action he was tried by the Dunkard Church and excommunicated. The train passes from lofty Petersburgh up the valley of the Little Juniata, and penetrates the long ridge of Tussey's Mt. by a costly tunnel. Iron-furnaces and ore-banks are now occasionally seen; and a productive iron-district is entered. **Tyrone** (*City Hotel*) is now reached, and is noted for its great iron-works and forges. It is the chief shipping-point for the products of Clearfield and Centre Counties. A few M. S. E. is the *Arch Spring*, one of several curious fountains in the limestone rock, and near productive lead-mines.

The *Tyrone & Clearfield Division* runs 41 M. N. W. from Tyrone through scantily populated valleys and deep ravines, and terminates at **Clearfield** (*Allegheny House*), the capital of the wide forest-county of Clearfield. It is situated in a region of pine-hills, and has 1,600 inhabitants, 5 churches, and 2 papers. At 24 M. from Tyrone the train passes **Phillipsburg** (*Loyd House*), a neat village of 2,000 inhabitants, with 5 churches and 2 papers. It is located on the Moshannon River, far up on the Allegheny Mts., and was founded in 1796 by Henry Phillips of England. Near this point is the large lumbering-village of *Osceola* (Osceola House).

The Bald Eagle Valley Division.

Stations. — Tyrone; Bald Eagle, 5; Hannah, 10; Port Matilda, 14; Martha, 17; Julian, 21; Unionville, 26; Snow Shoe Intersection, 29 (Snow Shoe); Milesburg, 31 (Bellefonte, 33); Curtin, 34; Mount Eagle, 37; Howard, 40; Eagleville, 44; Beech Creek, 46; Mill Hall, 51; Lock Haven, 55.

This line traverses the **Bald Eagle Valley,** a remarkable hollow between the main chain of the Alleghenies and the ranges which are known as the Bald Eagle Ridge and the Muncy Mount. The valley is from 4 to 7 M. wide, and has a productive limestone soil. The scenery is wild and picturesque, and civilization has as yet made but slight inroads into the region. A branch line diverges to the N. W. at the Snow Shoe Intersection, and runs to *Snow Shoe*, a prominent village among the mts., and the chief place in this rugged district. **Bellefonte** (**Bush House*, 300 guests) is a prosperous borough of 2,655 inhabitants, with the public buildings of Centre County. It is largely engaged in handling and exporting the products of the valley, and also of the Nittany Valley. Much iron is sent to market from this point; and there are large furnaces in the vicinity. A canal runs hence to the Susquehanna Valley at Lockhaven. Bellefonte is finely situated at the foot of Bald Eagle Mt., and is famed for the purity and salubrity of its air and the beauty of its environs. The romantic district of the **Seven Mountains** is easily reached from this point; and other localities, famous for hunting and fishing, are also ac-

cessible. The borough of Bellefonte is supplied with water from the large spring which has given it name. From *Milesburg* the railroad descends the Bald Eagle Valley for 24 M., passing several small hamlets, and then connects with the Phila. & Erie R. R. at **Lock Haven.**

A railroad is being constructed from Tyrone to *Lewisburg*, about 80 M. N. E., on the Susquehanna River. It traverses a wild and rugged district among the Seven Mts. and the Nittany, Jack's, and Brush ranges. This line will be crossed at Linden Hall by a railroad from Bellefonte to Milroy (and Lewistown).

The Pittsburgh train turns S. W. from Tyrone, and ascends the *Tuckahoe Valley*, with the Brush Mt. on the l. and the bold Alleghenies on the r. Iron furnaces and mines are seen on either side, and just across the shaggy ridge of Brush Mt. is a region of lead-mines. Beyond the petty hamlets of Tipton and Fostoria, the train reaches Altoona.

Altoona (**Logan House*, at the station, $3.50 a day; *Brant House; St. Charles*), "the Mountain City," is situated on a broad plateau at the E. base of the Allegheny Mts., and at the head of the Tuckahoe Valley. In 1840 this site was chosen for the location of the machine-shops of the Pennsylvania R. R., and it was then covered by an ancient forest in whose recesses were 3 log-huts. An agent was sent with written orders to buy the land of the woodsmen, even if he had to give $10,000 for it. The orders were mislaid, and the pioneer's wife found them just in time to prevent her husband from selling the land for $6,000. The authorized sum was paid, and in 1850 the works were commenced. At that time a large pond occupied the site of the present hotels, and 1 train daily (with 3 cars) was sent across the mts. on the old Portage R. R. The city now has 15,000 inhabitants, 3 papers, 3 banks, 16 churches (valued at $450,000), and a convent, and 16 schools with 3,000 pupils. The fire department has 3 steam-engines, and the water is brought from a point 4 M. distant by works which cost $300,000. The *Mechanics' Library* (near the Logan House) contains 5,000 volumes. Besides the immense R. R. shops, Altoona has numerous other manufactories, including foundries, car-works, and the rolling-mill of the Altoona Iron Co. Travellers from the E. arriving here at evening frequently remain over night, in order to ascend the Alleghenies by daylight.

Hollidaysburg, Morrison's Cove, and Newry Branches.

Stations. — Altoona; Canan's, 4 M.; Hollidaysburg, 8 (Newry, 11); Williamsburg Junction, 9 (Williamsburg, 22); Reservoir, 11; McKee's, 15; Roaring Spring, 17 (Bloomfield, 22); Erb's, 19; Martinsburg, 22; Henrietta Junction, 24; Henrietta, 28.

Hollidaysburg (*American House*) is the capital of Blair County, and has (with its close-lying environs) over 4,000 inhabitants, with 8 churches and a popular academy. It is finely situated near the E. base of the Alleghenies, and is in the centre of a region prolific in iron and bitumi-

nous coal. It is on the great National Road to the West, and was the E. terminus of the old *Portage R. R.*, which ascended the Alleghenies by long planes and stationary engines. There is fine sporting at the great reservoir S. E. of Chimney Ridge; and 1 M. from the borough is the *Mountain House*, a summer hotel 1,200 ft. high. The village of *Gaysport* is adjacent to Hollidaysburg, and in the vicinity are large blast-furnaces where the Juniata iron is prepared for market. A branch line runs S. W. to the hamlet of *Newry;* and another line follows the Frankstown Juniata to the N. E., up Morrison's Cove, to the picturesque village of *Williamsburg*, beyond the Lock Mt. Still another railroad runs S. E. from Hollidaysburg, following the shore of the Reservoir, and traversing Dunning's Mt. at McKee's Gap. *Roaring Spring* is a natural curiosity which is much visited in summer, and a branch line runs thence to Bloomfield. The train passes on to *Martinsburg* (Continental House), a neat borough of 800 inhabitants, in the lower part of Morrison's Cove; beyond which is the terminus of the road, at *Henrietta*, under Tussey's Mt. and 6-8 M. from Saxton, on the Huntingdon & Broad Top R. R.

Beyond Altoona the Pittsburgh train commences the ascent of the Allegheny Mts. The engineering works on this section exhibit the greatest skill and daring, and are massive and of great strength. The grades are heavy (maximum, 84½ ft. to 1 M.), and descending trains shut off steam and keep the breaks on for 11 M. The l. side of the car should be taken, and extensive mt.-views are afforded as the train climbs up along the side of the great ridge. Near Kittaning Point is the famous **Horse-Shoe Bend,** which is so short that the head of the train is seen going in an opposite direction from the rear cars, and ascending on the farther side of a deep ravine. On the ridges to the S. are seen sections of the old Portage R. R., and the Tuckahoe Valley is overlooked for a great distance. At the summit the train passes through the *Allegheny* Tunnel, which is 2,200 ft. above the sea and 3,670 ft. long. Station, *Galitzin* (Washington House), in a coal-mining district. Cresson is 2½ M. beyond the Tunnel, and is famous as a summer resort. It is 3,000 ft. above the sea, and has accommodations for 2,000 guests. The **Mountain House* is situated amid pleasant grounds to the l. of the track, and is near the **Cresson Springs.** There are 7 of these springs, the chief of which is a pleasant and astringent chalybeate water near the remains of the old Portage R. R. Near this point is a strong alum spring, and there are other well-arranged sources on the hotel-grounds. But the chief attraction at Cresson is the remarkable purity and coolness of the air, which is doubtless due to its great altitude. The thermometer rarely reaches 75° in the hottest summer days, and the guests sleep under blankets throughout the season. The bracing quality of the air is very

beneficial to invalids and persons who have been weakened by sedentary life. The rides and rambles lead from the hotels to several points of interest, especially to certain lofty summits which command broad views over the Allegheny ridge and the valleys to the E. There are numerous cottages in the vicinity; and the hotels are much visited by people from the West, whose merchants, passing to the Atlantic cities on business errands, leave their families at Cresson until their return. There is a large livery-stable at the hotel, and the railroad runs special trains over the mountain division to exhibit its scenery to the guests.

6–8 M. N. W. of Cressen is **Loretto,** where a prosperous Catholic community was established in 1798 by Father Galitzin (son of Prince Galitzin of Russia). This remarkable man was some time a Russian army officer, but came to America in 1792, designing to travel. He became a Catholic priest, and expended great sums in establishing Loretto, whence his missionary charge extended over the whole mt. region. He refused the episcopacy several times, and died in 1840. A monument has been erected to his memory in front of the Loretto Church. The Catholic College of St. Francis is located here, and has 12 instructors and 90 students.

The *Ebensburg & Cresson Branch R. R.* runs W. to Ebensburg in 11 M. (1 hr.; fare, 40c.). This borough has 1,240 inhabitants, and is the capital of Cambria County. It has 3 Welsh churches, and a large part of the population is of that nationality, whose language is generally spoken here and throughout Cambria County. Ebensburg is situated on a high ridge of the Alleghenies, and commands broad and striking views. 2 M. N. W. is the deserted hamlet of *Beulah;* and *Loretto* is 6 M. E. N. E.

Beyond Cresson the train passes several rude hamlets and traverses a wide and desolate plateau, slowly descending by the side of the Conemaugh Creek. Near the station of the same name is the massive *Conemaugh Viaduct;* and in 24 M. from Cresson the train reaches **Johnstown** (*Merchant's Hotel*), a borough of 6,028 inhabitants, with great iron and steel works and manufactures. The Cambria Iron Works are located here, and employ a large force. The borough is compactly built, at the confluence of the Conemaugh and Stony Creek, and has a broad central square, near which are 2 handsome churches.

Johnstown was settled by Joseph Jahns in 1792, and soon became an important station on the line of emigration, being at the head of navigation on the Western waters. In 1834 the canals which ran from the E. and W. to the foot of the Alleghenies were joined by the construction of the *Allegheny Portage R. R.*, which was 40 M. long, and cost $1,500,000. It crossed the ridge at a point 2,500 ft. above the sea; the ascent from the E. plains being 1,398 ft.; and the descent to the W. plateau 1,172 ft. The cars were drawn by stationary engines up planes of 4–6 degrees of inclination, connected by winding levels. At the Staple Bend was a tunnel 870 ft. long; and the Horse-Shoe Bend was crossed by a massive viaduct of 80 ft. span. The canal-boats on the adjacent waters were built in sections; and on reaching the end of the canals, they were separated into 4 transverse divisions, and carried across the mts. on cars. The emigrants and freight remained on board during the transit; and on reaching Johnstown the sections of the boat were rejoined, and she passed W. on the canal to the Ohio.

Beyond Johnstown the line passes *Laurel Hill* in the gap through which the Conemaugh flows; crosses the Ligonier Valley; and traverses the gorge in Chestnut Ridge, "the last mt. the traveller, going West, sees this side the Rocky Mts." "Laurel Hill and Chestnut Ridge run parallel

for 70 M., and enclose the *Ligonier Valley*, the crest-lines of the 2 mts. being always almost exactly 10 M. apart." Beyond *Lockport*, with its fine canal-aqueduct, the train passes *Bolivar* and sweeps around the slopes of Chestnut Ridge; traverses a great tunnel and cutting; and reaches *Blairsville Intersection.*

The *Indiana Branch* runs N. from Blairsville Int. to the borough of *Indiana*, capital of Indiana County, in 19 M. (70 min.; fare, 67c.).

Western Penn. Division.

Stations. — Blairsville Int.; Blairsville, 3 M.; Livermore, 8; Kelly's, 12; Saltzburg, 17; Fairbanks, 18; Northwest, 22; Roaring Run, 24; Apollo, 27; Leachburg, 32; Allegheny Junction, 37 (intersection of Allegheny Valley R. R.); Freeport, 38; Butler Junction, 39 (branch to Butler, 60); Natrona, 43; Tarentum, 45; Springdale, 51; Harmersville, 55; Fairview, 57; Sharpsburg, 62; Allegheny City, 67.

Blairsville is a pleasant village, whose chief curiosity is a bridge with an arch of 295 ft. span. The W. Penn. line follows the Conemaugh River to the salt-works at *Saltzburg*, where the Loyalhanna Creek comes in from the S. E., and the confluent stream is henceforth known as the Kiskiminetas. The train follows the l. bank of the river through a quiet rural country to its confluence with the Allegheny River, near which the W. Penn. R. R. crosses the Allegheny Valley R. R. and the Allegheny River. From Butler Junction the *Butler Extension R. R.* runs 21 M. N. W. (1½ hrs.; fare, 63c.) to the thriving borough of **Butler,** the capital of the county of the same name. It is prettily situated, on high ground, and is favored with a broad view over the Conequenessing Valley. The W. Penn. train runs S. W. on the r. bank of the Allegheny River, and passes *Natrona* and *Tarentum.* On the opposite shore are the tracks of the Allegheny Valley R. R., traversed by long trains of tank-cars; and the line passes rapidly down through the manufacturing suburbs of Pittsburgh and stops at **Allegheny City.**

The main line runs S. W. from Blairsville Intersection, with Chestnut Ridge on the l. **Latrobe** (*Huston House*) is pleasantly situated on the Loyalhanna Creek, and is the head-quarters of the order of Benedictine monks in the U. S. (There are nearly 300 American Benedictines, who are devoted to educational labors.) *St. Vincent's College* is located here, and has 22 teachers and 227 students, with a library of 6,000 volumes (conducted by the Benedictines). **Greensburg** is the capital of Westmoreland County, and is pleasantly situated on far-viewing heights. It is surrounded by a pleasant and fertile country with which a considerable trade is carried on.

In the Presbyterian churchyard is a monument over the grave of Arthur St. Clair, grandson of the Scottish Earl of Roslyn, and brother-in-law of Gov. Bowdoin of Mass.; an officer in the early French and Indian wars; commander of the N. J. militia in 1776, and afterwards of Fort Ticonderoga (see page 113). He founded Cincinnati, and named it in honor of the patrician military order of which

PITTSBURGH.
1. Municipal Hall. D. 3.
2. Post Office. D. 3.
3. Court House. E. 5.
4. Market. D. 5.
5. High School. E. 5.
6. Water Works. E. 3.
7. Mercantile Library. D. 5.
8. Y. M. C. Association. D. 5.
9. St. Peter's Church. G. 3.
10. Allegheny U. S. Arsenal. G. 1.
11. Iron City Park. G. 2.
12. Opera House. D. 5.
13. Cathedral. D. 5.
14. Trinity Church. D. 5.
15. First Pres. " D. 5.
16. St. Thomas (Epis.) D. 5.
17. Cincinnati R.R. Bridge D. 6.
18. Monongahela " D. 6.
30. Allegheny Bridge D. 5.
33. Hand St. " D. 4.
34. Chicago R.R. " D. 4.
35. Mechanics' " E. 4.
36. Mt. Washington Inclined Plane D. 7.
37. Ormsby " " F. 7.
38. Birmingham Market F. 7.
39. St. Paul's Monastery F. 7.
ALLEGHENY CITY.
40. City Hall C. 4.
41. Market C. 4.
42. Western Penitentiary C. 4.
43. Soldiers' Monument C. 4.
44. Artillery " D. 4.
45. 45. 45. Park C. 3. 4.
46. East Park D. 3.
47. St. Peter's Church C. 4.
48. Theological School B. 4.
49. Cemetery A. 3.
50. Temperanceville A. 5.
51. St. Clair F. 7.
52. Mt. Washington C. 7.
53. Allentown D. 7.
54. Copper Works H. 5.
55. Birmingham Station F. 6.
56. Soho G. 5.
57. Lawrenceville G. 2.
58. Oakland H. 4.
59. Millwood H. 2.
60. Ormsby H. 7.
Union Railroad Station F. 5.
19. Pennsylvania R.R. G. 6.
20. Pittsburgh and Connellsville R.R. F. 6.
21. Pittsburgh, Fort Wayne and Chicago R.R. E. 3.
Allegheny Valley R.R. F. 6.
23. Western Pennsylvania R.R. D. 4.
HOTELS.
Exchange D. 5.
St. Clair D. 5.
ALLEGHENY CITY
PITTSBURGH
OHIO RIVER
ALLEGHENY RIVER
MONONGAHELA RIVER
WEST PITTSBURGH
MOUNT WASHINGTON
SOUTH PITTSBURGH
EAST BIRMINGHAM
BIRMINGHAM
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Chestnut St.
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he was an officer. In 1791 he led 1,400 U. S. soldiers against the Indians on the Miami, but was defeated with a loss of 600 men; and some years later, retired to a lonely cabin on Chestnut Ridge, where he ended his days in unmerited poverty and obscurity.

The *S. W. Penn. R. R.* runs 24 M. S. from Greensburg, terminating at *Connellsville*, on the P., W. & B. R. R. (Route 54). The Penn. R. R. train runs N. W. from Greensburg to *Penn* station, which is 2 M. S. of the battle-ground where Col. Boquet defeated the French and Indians. At *Brinton's* the line approaches the Monongahela River, on whose farther shore occurred Braddock's defeat (July 9, 1755).

Gen. Braddock had led 1,000 British regulars and 1,000 provincials on a long and arduous march from Alexandria, Va., to attack the French works at Fort Duquesne (Pittsburgh). As the advanced guard crossed the Monongahela and advanced unsuspectingly through a region of shallow ravines, it was suddenly enfiladed by several sharp volleys from an unseen foe. The disconcerted vanguard fell back on the centre and communicated a panic to the army. Braddock strove for 3 hours to form his men into line of battle, while the enemy were pouring in a deadly fire from the ravines and sheltered positions on every side. Washington's Virginians checked the French by bush-fighting; but the close platoons of the regulars were mowed down rapidly; and Braddock, after 5 horses were shot under him, fell with a mortal wound (from one of his own men). Sir Peter Halket was killed, Sir John St. Clair was wounded, and the army broke ranks and fled, having lost 63 officers and 714 men. Washington (then a colonel of provincials) was the senior surviving officer, and led the remnant of the forces back to Virginia.

Beyond *Wilkinsburg* the line enters the municipality of Pittsburgh, and passes numerous large suburban villages. Near *Torrens'* are extensive stock-yards; factories and furnaces are passed in continuous lines; broad networks of tracks cluster about the main-line; the air grows heavy and smoke-laden, and the train enters the Union Railroad Station at

Pittsburgh.

Hotels. — * Monongahela House, on Smithfield St., $4 a day; Central, corner Smithfield and 3d Ave., $3 a day; St. Charles, corner Wood St. and 3d Ave.; St. Clair, Penn. St. In the railroad station is the entrance to the * Union Depot Hotel ($3.50 a day); and near the station are the Rush and St. James Hotels (European plan).

Reading-Rooms. — Mercantile Library, Penn St., near 6th; Y. M. C. A., corner Penn and 6th Sts.; Church Guild rooms, Penn St. *Post-Office*, corner of 5th Ave. and Smithfield St.

Horse-cars. — From the corner of Penn and 6th Sts. to the Cemetery and Sharpsburgh, and to Allegheny City, Manchester, and Troy Hill. From 4th Ave., near Market St., to Oakland and E. Liberty; to Centre Ave. and Minersville; and to Ormsby. From the corner of Grant and Liberty Sts. to Birmingham. From 5th Ave. and Smithfield St. to Allegheny City and Pleasant Valley. *Inclined planes* (6c.) ascend Mt. Washington from Monongahela, and Mt. Oliver from Birmingham.

Amusements. — Music and drama at the Pittsburgh Opera-House and at the Academy of Music; varieties at the American and Varieties theatres; lectures, etc., at Mercantile-Library Hall and Masonic Hall.

Steamers. — On the Ohio River to Portsmouth, Zanesville, Parkersburg, Marietta, Wheeling (91 M.), Evansville, Nashville, Cincinnati (313 M.) Louisville (482 M.), Memphis, Vicksburg, and New Orleans. On the Monongahela River, to

Morgantown and intermediate ports, tri-weekly. On the Allegheny River (for freight) to Oil City. Steamers also run semi-daily to Brownsville and Geneva.

PITTSBURGH, one of the chief manufacturing cities of the United States, is situated at the confluence of the Monongahela and Allegheny Rivers. The most thickly populated quarter is built on an alluvial delta near the union of the waters; and populous suburbs extend along the river shores, with abrupt hills rising amphitheatrically on all sides. The municipality includes about 125,000 inhabitants, having annexed a large territory adjacent, in 1872. The wholesale and retail trading is mostly done on and about Smithfield St., 5th Ave., Penn and Liberty Sts. The river-banks are lined with manufactories and steamboats, and the hills are being rapidly occupied by residences. There are many fine view-points about the city; but it is very rarely that a prospect of any magnitude can be gained, owing to the dense pall of smoke which continually overhangs the valley. The multitude of tall chimneys that belch forth heavy clouds of smoke from fires fed by bituminous coal overcasts the city with a murky twilight, such as is frequently seen at London and Birmingham. The picturesque site of Pittsburgh is best seen on a breezy Sunday. The city (together with Allegheny) has 22 banks, 10 daily (3 German) and 11 weekly papers, 32 Masonic societies, 45 lodges of Odd Fellows, 8 convents, and 205 churches (47 Meth., 45 Pres., 30 Cath., 12 Epis., 11 Luth., and 10 Bapt.; of which 10 are African, 16 German, 4 Welsh, 2 Hebrew, and 1 Bohemian).

The * **Municipal Hall** was built at a cost of $750,000. It is at the corner of Smithfield and Virgin Sts., and has a massive central tower and granite front. Closely adjoining is the solid and substantial *Post-Office and Custom House* building, on the corner of the brilliant and busy 5th Ave. On the hill to the E. is the Catholic *Cathedral of St. Paul*, a large structure with 2 lofty twin-spires and a dome over the choir. The aisles are double, and the high altar is adorned with a large painting of the Crucifixion. Near the Cathedral is the * **Court House**, lifted high above the street on a terrace encased in masonry, and displaying a classic portico adorned with columns. *St. Peter's Church* (Epis.) is a graceful structure which fronts on Grant St. * *Trinity Church* (Epis.) is a new and elegant edifice on 6th, near Smithfield St. It is in the English Gothic style, and contains some costly stained glass. Near this is the *1st Presbyterian Church*, with a lofty façade flanked by towers; and with its quiet presence amid the centre of busy traffic, and its massive yet dingy stone-work, it reminds one of the ancient London city churches. The *Mercantile Library* has a spacious building (costing $250,000) on Penn. St., in which is the library-hall, with 15,000 books and files of the latest papers and magazines. The audience-hall in this building is the largest and finest in the city. The Western University is near the

Court House, and has 14 instructors and 296 students. The Pittsburgh Female College is a Methodist institution with 347 students. Along the Monongahela front of the city are the landings of the steamers, a large fleet of which are usually moored along the shelving bank. Many tourists will here get their first view of the peculiar vessels which are used on the Western rivers. The point at the confluence of the rivers is occupied by the West Point Boiler Works, and thence the *Duquesne Way* runs N. E. along the Allegheny River. The Way is lined with great factories, — the Duquesne Engine, Globe Plow, Wayne Iron and Steel, Pittsburgh Plow, and other works.

The densely settled S. wards are nearly separated from the rural wards by steep hills, on which are fine residences and public buildings, with the City High School. These rural wards are dotted with villages, and their river-shores are lined with factories. They are traversed by 3 horse-railroads and 3 steam-railroads. Beyond Lawrenceville (the seat of the extensive Allegheny U. S. Arsenal) is the *Allegheny Cemetery*, the chief of the numerous burying-grounds about Pittsburgh. The **Western Penn. Hospital** is a large building near Ridge St. (12th Ward); the Mercy Hospital has fine houses on Stephenson St.; the Convent of the Sisters of Mercy is on Webster Avenue (corner of Chatham), and is the oldest house of the order in America. The Ursuline Convent and Orphanage has spacious buildings E. of the High School. The *Allegheny U. S. Arsenal* occupies spacious and highly ornamented grounds in the N. E. part of the city, near the Allegheny River, and has large clusters of buildings for the manufacture of military armaments.

The **South Side Boroughs** are S. of the Monongahela, and belong to the city. Those on the river include (from E. to W.) Ormsby, E. Birmingham, Birmingham, S. Pittsburgh, Monongahela, W. Pittsburgh, Temperanceville, and Chartiers. These suburbs are dark, dingy, and full of activity, scores of factories being arranged along the river. S. of this line is a range of lofty and abrupt heights, on which is another tier of villages (St. Clair, Allentown, Mt. Washington, and Union), which are occupied by residences, and are reached by inclined planes. A short and interesting excursion may be made by crossing the Suspension Bridge, and turning to the r. to the station of the *Mt. Washington Inclined Plane*. Cars are drawn up every few minutes (6c.) by stationary engines above, the track rising 370 ft. perpendicular in a distance of 640 ft. From the balcony of the upper station is afforded (if the smoke will allow) a bird's-eye view of the cities, hills, and rivers, the busy activities of the valley, the converging railroads, and the many bridges. **Birmingham** is the seat of the Pittsburgh, Tremont, Flint, and other glass-works, the Monongahela, Ormsby, Birmingham, and other iron-works, rolling-mills, foundries, nail, bolt, tube, and steel works. On the heights above

are seen St. Michael's Church, the Passionist Monastery of St. Paul, and the Franciscan Convent. From the foot of the hill (Mt. Oliver), at 12th St., an inclined-plane railway ascends 250 ft. perpendicular in a course of 1,600 ft. From its upper terminus another broad view is gained, and a yet better prospect is that from the platform of the monastery church.

Allegheny City (population, 55,000) is N. W. of Pittsburgh, and is connected with it by 5 bridges over the Allegheny River and by 2 horse-railroads. There are many factories in the river-wards, and on the hills are the pleasant homes of Pittsburgh merchants. A narrow but verdant parkway extends around the centre of the city. On the East Park is a bronze statue of an American artillerist, erected in honor of the Hampton Battery of Allegheny, which distinguished itself in the Civil War. The City Hall, Allegheny Library, and Market are on the square, at the crossing of Ohio and Federal Sts. Passing W. by *St. Peter's Church* (a new and costly building, with a bas-relief of the Ascension over the door), the stern and frowning walls of the * **Western State Penitentiary** are seen on the r. This building was erected in 1818–26, and is of gray stone in castellated architecture. There are 460 convicts. The Penitentiary is open for visitors from 2 to 4.30 P.M. daily (except Saturday and Sunday). The Park is adorned with a monument to Baron Humboldt, and has several small ponds. It is traversed on sunken grades by the P., Ft. Wayne & Chicago R. R. Ohio and Ridge Sts. run W., and have some fine residences. The latter passes the Orphan Asylum and the plain buildings of the *Western Theological Seminary* (Presbyterian; founded 1825), which has 5 professors, 70 students, and 935 alumni. The United Pres. Theol. Seminary is also in Allegheny City, and has 3 professors, 36 students, and 426 alumni. On the outer crest of the thin and lofty ridge which runs toward the Allegheny River is a stately * monument which is visible from all parts of the valley. The column (from whose minaret-like upper railing the cities are overlooked) is surmounted by a colossal bronze female figure, below which are statues of a sailor, infantryman, cavalryman, and artillerist. This monument was "erected to the memory of the 4,000 brave men of Allegheny County who fell in the great struggle to maintain the integrity of our Union." From this summit the Ohio River may be seen for many miles, and to the N. is the Allegheny Observatory. Millvale, Etna, and Sharpsburg are factory-villages on the Allegheny, N. E. of the city. In the W. is the *U. S. Marine Hospital* and the *House of Refuge.*

In the winter of 1753 George Washington was sent into the W. by the Virginian authorities, and carefully examined the site of Pittsburgh. On his return he advised that a fort should be built there to check the advance of the French on the Ohio, and in 1754 this was done. Scarcely was it finished when a peremptory

summons was sent "From the Commander-in-Chief of his Most Christian Majesty's troops, now on the Beautiful River, to the commander of those of Great Britain." Contrecœur and 1,000 men soon appeared before the fort and compelled its surrender. The French army then built Fort Duquesne, and soon afterward defeated Braddock's army (see page 353). In 1758 a Moravian named Post detached many of the Indians from the French interest, and later in the same year Major Lewis advanced against the fort with 800 men, but was defeated under its walls with a loss of 270 killed and many wounded. A few weeks later Gen. Forbes approached with a large force, and the fort was blown up and evacuated. It was rebuilt by the English, garrisoned by 200 Virginians, and named Fort Pitt. In 1759 Gen. Stanwix built a large pentagonal fort on this site, surrounded by a ditch and defended by artillery (costing $300,000). It was vainly besieged by swarms of Indians in 1763, and was relieved by Boquet's troops, who only reached it after a severe battle, in which they lost 124 killed and hundreds wounded. In 1764 a town was laid out near the fort, on manor lands of the Penn family, and in 1770 it had 20 log-houses.

There are 11 blast furnaces in the city, and about 500 large factories. The receipts in 1873 were 631,182 tons of iron; 115,065,146 bushels of coal; 34,230,500 bushels of coke; and 25,035,182 barrels of crude petroleum. There are about 60 oil-refineries here, valued at $8,000,000, and handling immense quantities of petroleum (for which Pittsburgh is the chief market in the world). The coal-trade amounts to over $10,000,000 a year. There are 60 glass-factories in the city, employing 5,000 men, and turning out $4–5,000,000 worth of glass every year. The iron-works are of enormous extent, — including 60 foundries, 30 rolling-mills, and 6 steel mills. The American Iron-Works alone employ 2,500 men, and cover 17 acres of ground. There are 8 copper-factories and 5 brass-works. The Fort Pitt Works have made immense numbers of cannon, with mountains of shot and shell. The value of Pittsburgh's manufactures in 1874 was $109,698,205.

Pittsburgh to the West.

1. The Pittsburgh, Cincinnati & St. Louis R. R. ("Pan Handle Route") runs from Pittsburgh to Steubenville in 43 M.; to Columbus, 193; to Xenia, 248; to Cincinnati, 313; to Louisville, 423; to St. Louis, 653. — To Chicago, 507 M.; fare, $14.

2. The Pittsburgh, Fort Wayne & Chicago R. R. runs to Homewood, 35 M. (see Route 52); Canton, 102; Crestline, 189; Fort Wayne, 320; and Chicago, 458 (fare, $14).

3. The Cleveland & Pittsburgh R. R. runs N. W. by Rochester and Alliance to Cleveland in 150 M.

51. Pittsburgh to Titusville and Buffalo. The Penn. Oil Regions.

By the Allegheny Valley R. R. and the Buffalo, Corry & Pittsburgh R. R. in 13–14 hrs. The line ascends the picturesque Allegheny Valley for 130 M., passing the great works of the petroleum wells and tanks. *Fares*, Pittsburgh to Kittanning, $1.55; to Brady's Bend, $2.40; to Oil City, $4.60.

Stations. — Pittsburgh; McCandless, 3 M.; Sharpsburg, 4; Brilliant, 6; Ireland, 7; Armstrong, 9; Verona, 10; Edgewater, 11; Hulton, 12; Logan's Ferry, 16; Parnassus, 17; Arnold's, 19; Tarentum, 20; Chartiers, 22; Soda Works, 27; W. Penn. Junction, 29; White Rock, 33; Kelly's, 35; Rosston, 39; Kittaning, 44; Cowanshannock, 48; Pine Creek, 49; Mahoning, 55; Red Bank, 64; Phillipsburg, 66; Brady's Bend, 68; Catfish, 71; Parkers, 82; Foxburg, 85; Emlenton, 89; Scrubgrass, 106; Foster, 115; Franklin, 123; Oil City, 128; Rouseville, 132; Petroleum Centre, 135; Titusville, 146; Centreville, 157; Corry, 174; Buffalo, Corry & Pittsburgh R. R. — Corry Junction, 185; Clymer, 188; Panama, 195; Sherman, 199; Mayville, 205; Prospect, 211; Brocton, 219; Buffalo, 268.

The train leaves the Union Depot at Pittsburgh and runs out through miles of factories and works, drawn up in dark lines along the Allegheny River. The Allegheny U. S. Arsenal grounds are crossed, and at Sharpsburg station a bridge leads over the river to *Sharpsburg*, the seat of great iron-works. The track sweeps around by *Brilliant*, which is under Brilliant Hill, and follows the river close at hand around a succession of broad bends, with a general direction to the N. E. The scenery is bold and pleasing, the broad river flowing freely between high hills. The river-villages are small and uncomely. At about 30 M. from Pittsburgh the train intersects the W. Penn. R. R. and crosses the Kiskiminetas River. Beyond the busy village of *Freeport* the line passes the White Rock Eddy and reaches **Kittaning** (*Reynolds House ; Wilson*), the capital of Armstrong County. This borough has about 2,000 inhabitants, and is in a prolific coal and limestone region, from whose mines its furnaces are fed. Kittaning holds the site and name of an Indian town which was attacked by Armstrong and 300 men, at dawn on Aug. 8, 1757. The Indians refused to surrender, and were killed in detail, while the town was set on fire and destroyed. The train runs N. to a long bend near which the Mahoning Creek is crossed at its confluence with the Allegheny.

From Red Bank the *Eastern Extension R. R.* is being built across Jefferson, Clearfield, and Elk Counties to Driftwood, on the Phila. & Erie R. R. It is now completed to **Brookville** (*American House ; Franklin*), the capital of Jefferson County, and to the hamlet of *Reynoldsville*. Brookville is 1,300 ft. above the sea, in a vast pine-forest, whose trees are cut and sawed here, and are rafted to the Allegheny River.

The train now passes around a bend in the river, which almost makes a circle, and reaches **Brady's Bend** (*Central House*), an important town situated on a great curve of the Allegheny River. It was commenced late in 1869, and now has 5,000 inhabitants, 6 churches, and 2 papers. The Brady's Bend Iron-Works employ about 1,200 men in making rails; and large forces are busied in the trans-shipment of oil.

The **Modoc Oil District** is near Brady's Bend, where its oil is shipped. It is of recent development, and the Karns City R. R. is to cross it. *Greece City* was founded in Oct., 1872, at the Morrison Well, which yielded 500 barrels a day. It has 1,200 inhabitants, 2 banks, and 5 hotels. *Modoc City* has 1,000 inhabitants, and 13 wells which produce 40,000 barrels a day. Stages run from Brady's Bend and Parker City to **Fairview** (*Adams House*), which is on a high hill overlooking the oleaginous "cities" of Karns and Petrolia.

The train runs on to **Parker's Landing** (*Phillips House ; Wallace*), and the derricks of the oil-wells are seen from time to time, remote on the hills or close to the track; sometimes in operation, but oftener deserted. Crossing the Clarion River, *Emlentown* is passed and the line is followed around great loops of the river. At the Gregory House at *Scrubgrass* station is a dining-room for passengers on the through trains. **Franklin** (* *Exchange ; National ; U. S.*) is now seen on the W. shore, and is a well-built city of about 5,000 inhabitants, with 2 papers, 2 banks,

and 3 oil-refineries. It is the capital of Venango County, and occupies the site of the French *Fort Venango*, on the ridge at the confluence of French Creek and the Allegheny River.

Fort Venango was built here in 1753, as one of the great chain of French military posts which hemmed in the American colonies. 700 French troops and 1,000 Indian auxiliaries were gathered here just before the Conquest of Canada (1759). After that event it was held by the Americans, but was taken in 1763 and the garrison was massacred to a man, — the commandant being slowly roasted to death through several days.

Steamers run from Franklin to Pittsburgh, and a branch of the A. & G. W. R. R. ascends the valley of French Creek to Meadville (see page 237). From Franklin the train runs N. E. by the rapid river to Oil City, which is picturesquely situated on the W. shore.

Oil City (*Duncan House; Petroleum House*) is located at the confluence of Oil Creek on the Allegheny River. It was founded in 1860, organized in 1862, destroyed by flood in 1865, destroyed by fire (loss, $1,000,000) in 1866, and incorporated as a city in 1871. There are 2,276 inhabitants, with 1 daily paper, 2 banks, and 8 religious societies. It is an important railroad centre, and is the head-quarters of the petroleum trade (in which $25,000,000 are invested). The wells in the vicinity produce 600 barrels daily, and 2,000,000 barrels are shipped hence yearly. There are iron tanks here for 500,000 barrels, connected with lines of tubing by which the oil is drawn out into the tank-cars and river steamers. Within a very small area the tourist may see all the processes connected with this traffic, — boring, pumping, refining, barrelling, gauging, and shipment. The air is filled with the strong odor of petroleum, and the lower streets seem to be saturated with the precious fluid. The narrow space along the river is occupied by the railroads and business houses, and above this is a tall bluff which is occupied by residences.

The *Oil Creek & Allegheny River R. R.* runs N. E. from Oil City to Irvineton, on the Phila. & Erie R. R. (50 M.). From the hamlet of *Oleopolis* a branch R. R. runs 7 M. N. E. to **Pithole City.** The U. S. Well was opened here in the winter of 1864–65, and yielded 7,000 barrels a day. Great multitudes flocked hitherward, and within six months there arose in the wilderness a city of 15,000 inhabitants, with 2 theatres and an academy of music, a daily paper, and 72 hotels and saloons. Now but 9 families live in the place; and the great hotel, which cost $31,000, was sold in the winter of 1873–74 for $100. The Allegheny River is closely followed by the train through a rugged and thinly populated country; passing *Rouseville* (Rathbun House), in a forest of abandoned derricks; *Tionesta;* and *Tidioute* (Shaw House), with its iron-works. **Irvineton,** see Route 55.

The Buffalo train runs N. from Oil City up the valley of Oil Creek, passing great lines of derricks, tanks, and the rude shanties of the oil men. Occasionally the pumping-engines are seen at work; but in the majority of cases the derricks are abandoned, and stand as monuments over departed hopes. *Petroleum Centre* (Central House) is a village of 1,500 inhabitants; beyond which the train reaches **Titusville** (* *Parshall House*, $3 a day; *Mansion House*, $2), the chief city in the Pennsylvania

oil district. It is agreeably situated in the valley of Oil Creek, which is here 1 M. wide, and is surrounded by prominent hills. By ascending the path near Church Run, a point is reached whence the valley may be overlooked. The streets are broad and straight, and are lined with bright and spick-and-span wooden houses, each with its bit of garden-land. There are 8,630 inhabitants, with 2 daily papers, 4 banks, and 9 churches. The business street is lined with new brick blocks, and the environs contain many oil-wells and refineries. There are 3 large iron-works, chiefly engaged in making engines, tubing, and tanks.

The petroleum business had its origin at Titusville. This oil was formerly prized by the Seneca Indians on account of its supposed medicinal properties, and a tract on Oil Creek (N. Y.) was reserved by them at the final sale of their domains. The settlers in this district were accustomed to collect the oil by skimming it from the water in shallow vats and trenches, until the arrival of Col. Drake, in 1859. This gentleman bored the first well (1 M. S. of Titusville), and on removing the tools a copious flow of gas and oil commenced. At that time Titusville had 300 inhabitants; at present its refineries are only third to those of Cleveland and Pittsburgh. Many wells were sunk in the vicinity soon after, and with varying success; but the product from the whole district was so great that by 1861 petroleum had fallen to 2 c. a barrel. The Empire Well yielded 2,500 barrels daily, and the Phillips Well gave 3,940 barrels. In 1863 the production slackened, and the prices rose proportionately. During this period vast fortunes were made rapidly, and were afterwards scattered with almost equal speed. In the first 12 years of "the development" there were taken from this district 42,000,000 barrels of oil, valued at $ 163,000,000. This territory is about 400 square miles in extent, and contains 4,000 wells, with new ones going down monthly (in prosperous times). 5,000 steam-engines are employed, and there are now in use 3,000 M. of iron-pipe and 25,000 M. of drilling cable. 4 first-class railroads have been built to carry out this vast production; and the fleets of the oil-exporters are found on every sea. The foreign trade has increased rapidly, and the 10,000,000 gallons of the export in 1862 were increased to 55,000,000 gallons in 1871.

The *Union & Titusville R. R.* runs 25 M. N. W. from Titusville to Union City, on the Phila. & Erie and the Atlantic & Great Western R. Rs. The *Dunkirk, Allegheny Valley & Pittsburgh R. R.* runs from Titusville 91 M. N. to Dunkirk. At first it runs N. E. 20 M. through an unpopulated region; then turns E. on the line of the Phila. & Erie R. R., and passes from Garland to Warren; and there diverges to the N. and follows the Conewago River into New York, where it runs through the Chautauque County hills for 42 M.; latterly passing the brisk village of *Fredonia*, and reaching **Dunkirk** (see page 231).

The Buffalo train runs N. from Titusville, and after passing several obscure villages of Crawford County, crosses the State Road near Spartansburg, and enters Erie County, advancing to Corry, where the P. & E. R. R. and the A. & G. W. R. R. are intersected.

Corry (*Downer House*, comfortable; *St. Nicholas*) is a new city, which derives its origin and importance from the location at the entrance to the "Oildorado," and from the intersection here of several railroads. The streets are broad and straight, but the houses are generally inferior. The site of Corry was covered by a forest until June, 1861, when the Atlantic & Great Western R. R. crossed the Phila. & Erie R. R. here, and a small board-shanty was put up at the junction. Later in the year the Downer Oil Co. (of Boston) sent out an agent to locate an oil refinery. He chose this

little flag-crossing (named Corry after a neighboring farmer), and bought 60 acres of land. The great Downer Oil Works were then put up, other enterprises followed, and a rapid growth began after the railroad was built into the oil regions. In 1866 Corry became a city, and it now has 6,809 inhabitants (census of 1870), 76 streets, 2 daily papers, 2 banks, and 8 churches.

The line (locally known as "The Cross-Cut") runs N. from Corry into N. Y. State, where it crosses the whole extent of Chautauqua County. *Mayville* is beautifully situated at the head of **Chautauqua Lake** (see page 237); and *Brocton* is on the shore of Lake Erie, near the Harris Community, a singular religious colony which settled here in 1868. They are semi-Swedenborgian in their views, but are very reticent about their doctrines of "the new life." They own 2,000 acres, on which are prolific vineyards. *Salem-on-Erie* is a pretty hamlet in this vicinity. Passengers for Buffalo change cars at Brocton, and ride to their destination on the Lake Shore & M. S. R. R. (see page 236).

52. Pittsburgh to Erie.

By the Pittsburgh, Fort Wayne & Chicago R. R., the New Castle Branch, the Erie & Pittsburgh R. R., and the Lake Shore & M. S. R. R. Through trains from Pittsburgh to Erie in 7–8 hrs.

Stations. — Pittsburgh; Allegheny City, 1 M.; Manchester; Dixmont; Sewickley, 13; Economy, 18; Baden, 21; Freedom, 24; Rochester, 26; New Brighton, 29; Homewood, 35; Clinton, 38; Moravia, 44; Lawrence Junction, 47; New Castle, 50. *E. & P. R. R.* — Harbor Bridge, 54; Pulaski, 61; Middlesex, 65; Wheatland, 68; Sharon, 71; Sharpsville, 74; Clarksville, 77; A. & G. W. Crossing, 83; Shenango, 84; Greenville, 85; Jamestown, 92; Kasson's, 99; Espyville, 101; Linesville, 105; Summit, 109; Conneautville, 113; Spring, 116; Albion, 122; Crosses, 128; Girard, 133; Fairview, 137; Swainville, 140; Erie, 148.

The train departs from the Union Railroad Depot in Pittsburgh, and crosses the Allegheny River with the Hand Street and Allegheny Bridges on the l., and the Mechanics' Bridge on the r. Traversing the streets of Allegheny City, the Park and the Western Penitentiary are seen on the r., and on the l. is the lofty soldiers' monument. Beyond the municipal limits the Ohio River is approached, and the U. S. Marine Hospital is seen on the l. The line now runs N. W. through a series of suburban villages which are dependent on Pittsburgh, with the Ohio on the l., and the long Neville's Island. At *Economy* is the large village which was founded in 1825 by the German Harmonites. The priest and patriarch of this sect was George Rapp, who claimed to have received a Divine legation to restore the Christian Church to its pristine purity and simplicity. He led his proselytes from Germany to America, and founded a flourishing colony at Economy. The principle of a community of property was the chief secular characteristic, and the colony soon increased to 800 persons, with large estates and manufactories. The village was widely famed for its singular neatness, simplicity, and comfort; and the fine and lus-

trous silks which were made here were highly prized in the East. The borough now has 1,324 inhabitants. The train runs W. from Economy to *Rochester* (Pavilion; Doncaster House), a busy town at the confluence of the Ohio and Beaver Rivers.

The *Cleveland & Pittsburgh R. R.* diverges here and follows the r. bank of the Ohio River, running to Bellaire (Wheeling), 68 M. S. W., and to Cleveland, 124 M. 1 M. S. W. of Rochester it passes **Beaver** (*National Hotel*), the capital of Beaver County, a borough of 1,120 inhabitants, situated on a fertile intervale near the Ohio. The *Frankfort Springs* are 22 M. S. of this point, and are locally famed as remedies for dyspepsia, rheumatism, and cutaneous diseases. The Cave and the Leiper Springs are the most important, and contain carbonates of iron and magnesia, muriate of soda, and sulphuretted hydrogen. The C. & P. train passes on from Beaver to *Wellsville* (Whitacre House), where the road forks, one division running N. W. to Cleveland (102 M.), the other running S. to Bellaire (46 M.).

The Erie train now turns N. up the Beaver River, and passes the populous boroughs of *New Brighton* (Keystone House), and *Beaver Falls*, devoted to manufacturing and situated at the falls on Beaver River, where that stream descends 75 ft. in a succession of short pitches between rocky banks. At *Homewood* the Pittsburgh, Fort Wayne & Chicago R. R. diverges to the l., and enters Ohio about 15 M. W.; and at *Lawrence Junction* the Ashtabula, Youngstown & Pittsburgh R. R. turns off to the N. W. *New Castle* is a city of 12,000 inhabitants, with 14 churches, 4 banks, 4 weekly papers, and considerable manufactories, especially of iron and glass. It is favorably situated at the confluence of the Shenango River and Neshanock Creek, and is the capital of Lawrence County.

At New Castle the train passes on to the rails of the Erie & Pittsburgh R. R., and runs N. W. up the valley of the Shenango River. At **Sharon** (*Shenango Hotel; Hanson*) the line approaches within 1 M. of the Ohio line; and the Mahoning Division of the Atlantic & Great Western Railway runs thence N. W. to Cleveland (80 M.). Sharon has 4,221 inhabitants, and is engaged in coal business and the iron manufacture. The line now runs N. E. and approaches the Atlantic & Great Western Railway (see page 238), and beyond the transfer and crossing points it reaches the villages of *Shenango* and *Greenville*.

The *Shenango & Allegheny R. R.* runs 33 M. S. E. from Greenville to *Harrisville*, passing the pleasant rural village of **Mercer**, the capital of Mercer County. The *Franklin Division* of the Lake Shore & M. S. R. R. extends from Ashtabula to Oil City (50 M.), and crosses the present route at Jamestown.

Conneautville (*Holman House*) is a village of about 1,000 inhabitants, with 5 churches and a weekly paper. It is surrounded by a rich agricultural country, and is a shipping-point for dairy-products. The village is 2 M. E. of the station, and 8–9 M. S. E. is *Conneaut Lake* (see page 238). The train runs due N. to Lake Erie, where it turns to the N. E. on the line of the Lake Shore & M. S. R. R., and soon reaches the city of **Erie** (see Route 55).

53. Pittsburgh to Wheeling.

By the Chartiers R. R. and the Hempfield R. R. These lines meet at Washington, but do not make connections; and the traveller by this route is obliged to wait there several hours.

Stations. — *Chartiers R. R.* — Pittsburgh; Mansfield, 8; Leasdale, 9; Woodville, 10; Bridgeville, 12; Boyce's, 15; Hill's, 17; Canonsburg, 22; Ewing's Mills, 26; Cook's, 28; Washington, 31. *Hempfield R. R.* (Wheeling, Pittsburgh & Baltimore Division of the Balt. & Ohio R. R.). — Chartiers, 35; Taylorstown, 38; Claysville, 42; Vienna, 45; W. Alexander, 47; Valley Grove, 51; Point Mills, 53; Triadelphia, 57; Carbon, 59; Mt. De Chantal, 61; Wheeling, 62.

The "Pan-Handle Route" to the W. leaves Pittsburgh and crosses the Monongahela River, passing the factories of the lower South Side Boroughs. Beyond the small villages of Allegheny and Washington Counties, it crosses W. Virginia and enters the State of Ohio, and at 43 M. from Pittsburgh reaches **Steubenville** (*United States Hotel*), the capital of Jefferson County. It is finely situated on high ground on the r. bank of the Ohio River, and is surrounded by a fruitful country. There are 8,107 inhabitants, with 12 churches, 2 banks, a daily and several weekly papers, and large manufactories, which are supplied with fuel from the coal-mines in the vicinity.

The Chartiers R. R. crosses the Monongahela River at Pittsburgh, diverges from the Pan-Handle Route at *Mansfield*, and follows the Chartiers Creek to the S. W. for many miles. At *Canonsburg* is the Jefferson Theological Seminary of the Presbyterian Church, occupying the curious old stone buildings of the Jefferson College, which was founded here in 1773, and held its first academic sessions in a log-cabin. *Washington* is next reached, and occupies a pleasant situation on high ground on the old National Road. It is a prosperous borough of nearly 4,000 inhabitants, and is the capital of Washington County. *Washington and Jefferson College* is located here, and is under the care of the Presbyterian Church. This institution has 10 professors and 118 students, and since its foundation, in 1806, has graduated the large number (for a rural college) of 3,000 men. The fertile county of Washington is devoted to grain and pasturage, and was settled by Scotch-Irish Presbyterians, a virtuous and resolute class of men who have left to their descendants the habits and creeds of the old land.

At Washington the traveller leaves the Chartiers R. R., and takes the train on the Wheeling, Pittsburgh and Baltimore Division (Hempfield R. R.) of the Balt. & Ohio R. R. The line runs S. W. through a hilly region, traversing several tunnels, and following the line of the old National Road. Beyond W. Alexandria it enters the State of W. Virginia, and soon reaches **Wheeling** (see Route 65).

54. Pittsburgh to Cumberland.

The Connellsville Route.

By the Pittsburgh, Washington & Baltimore R. R., which runs through to Washington in 13–14 hrs., and to Baltimore in 15½–16 hrs. *Fares*, — Pittsburgh to Connellsville, $2; to Confluence, $2.95; to Cumberland, $5.20.

Stations. — Pittsburgh; Soho, 2; Laughlin's, 3; Hazelwood, 4; Glenwood, 5; Brown's, 6; Mills', 9; Braddock's, 10; Port Perry, 11; Saltsburg, 12; Riverton, 14; McKeesport, 15; Long Run, 17; Osceola, 20; Coultersville, 22; Guffey's, 24; Moore's, 28; Anlieville, 30; W. Newton, 33; Port Royal, 37; Jacob's Creek, 40; Oakdale, 49; Laurel Run, 50; Sedgwick, 53; Broad Ford Junction, 55 (branch to Mt. Pleasant, 65); Connellsville, 57 (branch to Uniontown, 71); Sand Works, 60; Indian Creek, 65; Stewarton, 69; Ohio Pyle, 74; Egypt, 79; Confluence, 84; Ursina, 86; Fort Hill Siding, 89; Forge Bridge, 94; Cassellman, 96; Mineral Point Junction, 101; Garrett's, 108; Yoder's, 109; Meyer's Mills, 113; Sand Patch, 116; Bowman's, 120; Glencoe, 126; Fairhope, 130; Bridgeport, 135; Cook's Mills, 141; Mt. Savage Junction, 146; Cumberland, 150 (Washington, 300; Baltimore, 340).

The train emerges from the Pittsburgh station, and (after passing Grant Hill) runs E. and S. E. along the Monongahela River, with the busy South Side Boroughs on the opposite shore. Several suburban stations are passed, and beyond *Braddock's* (opposite the field of battle, see page 353) the train passes the tracks at Port Perry Junction, which diverge to the Penn. R. R. *McKeesport* is a borough of 2,523 inhabitants, situated at the confluence of the Monongahela and Youghiogheny Rivers. It is engaged in coal-mining and boat-building, and is the seat of the works of the American Tube Company. The railroad here turns to the S. E. and follows the r. bank of the Youghiogheny for many leagues, with the river on the r. hand. The stations are small, and the country is thinly settled. In the advance are seen the long heights of Chestnut Ridge. **Connellsville** (*Smith's Hotel*) is a large village with manufactories of woollen goods, paper, iron-wares, etc. A bridge crosses the river to the factory village of *New Haven*. The hill scenery in this vicinity is quite picturesque, and there is a famous view from the *Cow Rock*, on the ridge which towers for 1,300 ft. over the town. "Near the Cow Rock, on the broad, flat summit of the mt., stand rows of pulpit rocks, relics of the eroded edge of the soft yellow sandstone of the Coal Conglomerate."

The *Southwestern Penn. R. R.* runs N. from Connellsville to Greensburg (see page 352) in 24 M. The *Mt. Pleasant Branch* runs N. E. (diverging from Broad Ford, 2 M. distant, on the main line) to *Mount Pleasant* borough, in 10 M. The *Fayette County Branch* runs S. W. along the base of Laurel Ridge, passing Mt. Braddock and ending at **Uniontown** (*Messmore House*), 14 M. distant. This is a compact borough of 2,503 inhabitants, and is situated on the National Road, 4 M. W. of Laurel Ridge. The surrounding country has a fertile limestone soil, and is occupied by many profitable farms. Bituminous coal is found in the vicinity, and 469,450 tons were shipped from this county in 1870. **Madison College** was founded at Uniontown in 1825, by the Methodists. 9 M. S. E. of Uniontown, on the summit of Laurel Ridge, is a remarkable cavern with large subterranean halls and narrow passages. Stages run from Uniontown over Laurel Ridge to the **Fayette Springs** (*Fayette Springs Hotel*), 12 M. S. E. These waters are a pure, strong chalybeate, and are much visited in summer, although perhaps the chief attraction is found in the beauty of the hill-scenery in this vicinity, and the purity

of the highland air. The Washington Spring and the Chalk Hill Hotel are within easy drive of the Springs House.

In this vicinity are the Great Meadows, where Major George Washington, of the Virginia militia, erected *Fort Necessity* (May, 1754), whence he advanced and defeated Jumonville's French detachment, 5 M. N. on Laurel Ridge. On July 3 he was besieged here by M. de Villiers with 900 men, and was soon forced to surrender, being allowed to lead his 400 soldiers back to Virginia. Near this point Gen. Braddock (see page 353) died, on the 15th of July, 1755, and was buried at night in the road, while Washington read the funeral service of the Episcopal Church, by torchlight. Part of Burgoyne's remains were afterwards carried away by curiosity-seekers; but the rest are interred in a rudely marked grave near the National Road (1 M. W. of Fort Necessity).

The Cumberland train runs S. E. from Connellsville through the picturesque water-gap in Laurel Ridge, and follows the Youghiogheny through a wild and thinly populated region. Beyond the romantic scenery about the *Ohio-Pile Falls,* and the dark ravine in which the line passes between the Sugar-Loaf and Red Mts., it diverges to the N. E. up the valley of Castleman River. From Mineral Point Junction a branch line runs N. E. to *Somerset,* a small borough and the capital of the Germanic county of Somerset, well situated on a knoll over the great highland glades which extend between the Laurel Ridge and the Allegheny Mts. The surrounding country contains large reserves of coal. The train now rounds on the r. the long ridge of *Negro Mt.,* which runs N. from Maryland, and traverses the Glades to the S. E., ascending long grades and crossing the **Allegheny Mts.** beyond Summit Mills. Traversing in succession the Savage Ridge and the Little Allegheny, the line turns S. in the narrow valley between the latter and Wills Mt. (on the S. E.). At *Bridgeport* the Huntington & Broad Top R. R. (see page 347) meets the present route, and the train soon enters the State of Maryland. 15 M. from Bridgeport the train reaches **Cumberland** (see Route 65).

55. Philadelphia to Erie.

By the Phila. & Erie R. R.; a favorite route to Western N. Y. and the oil and lumber regions of Penn. This line is controlled by the Penn. R. R., and its trains run on the Penn. tracks to Harrisburg. There are 3 express-trains daily between Phila. and Lock Haven, and 2 daily between Phila. and Erie (furnished with Pullman cars). *Fares.* — Phila. to Lewisburg, $5.30; to Williamsport, $6; to Elmira, $7.50; to Renovo, $7.84; to Emporium, $8.65; to Buffalo, $10.75; to Ridgway, $9; to Corry, $10.50; to Oil City, $11.30; to Erie, $10.75. Also to Minnequa, $7.45; to Watkins, $8.15; to Rochester, $9.75; to Niagara Falls, $10.75; to Toronto, $13.75; to Chicago, $20; to San Francisco, $137.50.

Stations. — Phila.; Coatesville, 39 M.; Lancaster, 69; Harrisburg, 105; Dauphin, 117; Clark's Ferry, 124; Halifax, 130; Millersburg, 135; Liverpool, 139; Mahantango, 143; Georgetown, 146; Trevorton Junction, 151; Fisher's Ferry, 153; Selinsgrove, 158; Sunbury, 163; Northumberland, 165; Lewisburg Junction, 172; Catawissa Junction, 175; Milton, 176; Watsontown, 180; Dewart, 182; Montgomery, 187; Muncy, 191; Williamsport, 203; Newberry, 205; Linden, 208; Susquehanna, 209; Jersey Shore, 215; Pine, 220; Wayne, 223; Lock Haven, 228; Queen's Run, 232; Farrandsville, 233; Ferney, 238; Whetham, 243; Ritchie, 246; Hyner, 249; North Point, 252; Renovo, 255; Westport, 261; Cook's Run, 265; Keating, 268; Wistar, 270; Round Island, 273; Grove, 277; Simmeahoning, 280; Driftwood, 283; Sterling, 292; Cameron, 296; Emporium Junction, 301;

Emporium, 302; West Creek, 303; Beechwood, 311; Rathbun, 313; St. Mary's, 323; Dagnscahonda, 328; Shawmut, 331; Ridgway, 333, Wilmarth, 341; Wilcox, 347; Sergeant, 352; Kane, 356; Wetmore, 362; Ludlow, 365; Roystone, 369; Sheffield, 372; Tiona, 375; Clarendon, 379; Stoneham, 380; Warren, 385; Irvineton, 391; Youngsville, 393; Pittsfield, 397; Garland, 401; Spring Creek, 407; Columbus, 412; Corry, 414; Lovell's, 417; Concord, 419; Union, 425; Le Beuf, 428; Waterford, 432; Jackson's, 438; Langdon's, 442; Belle Valley, 444; Erie, 451.

Philadelphia to Harrisburg, see Route 50.

From Harrisburg the Erie train takes the line of the Northern Central R. R. to Sunbury. On leaving Harrisburgh, the broad Susquehanna is followed to the N. W. through a bold pass in the Blue Mt. Beyond the long bridges of the 2 railroads another deep gap is traversed, and the train approaches the dark ridge of Peter's Mt., which inwalls the fair valley called *The Cove*. At *Dauphin* the Schuylkill & Susquehanna R. R. diverges to the N. E. (see page 334). Rounding the rugged chain at its point on the Susquehanna, on the l. are seen the mouth of the Juniata River and the plains of Duncan's Island (see page 345). Beyond the well-populated town of *Halifax*, the line passes through the water-gap of the Susquehanna in Berrie's Mt. and reaches *Millersburg*, whence the Summit Branch R. R. (for coal transportation) diverges to the E., running for 20 M. through narrow valleys to *Williamstown*, which is 3-4 M. from Tower City (see page 334). The colliery at Williamstown shipped 301,326 tons in 1873, which was the largest annual shipment ever made by any American colliery. There are also large deposits and mines of the Lykens Valley coal at Big Lick and Short Mt. The Erie train now passes through the gap in the Mahantongs Mt., and passes on by *Herndon*, where a long bridge crosses the river to *Port Trevorton*.

The *Mahanoy & Shamokin R. R.* runs N. E. from Herndon through the deep valleys and mt.-passes of the Mahanoy coal-fields, passing the populous boroughs of Shamokin and Mt. Carmel and scores of collieries. **Stations.** — Herndon; Trevorton, 13½ M.; Shamokin, 21; Excelsior, 25; Mount Carmel, 27; Locust Gap, 28½; Ashland, 35½; Girardville, 38½. From the latter place railroads pass E. and S. E. to all parts of the Schuylkill coal-fields (Tamaqua, Mahanoy City, Pottsville, etc.).

The line now passes between the W. end of the Line Mt. and the river, and follows the broad and beautiful Susquehanna through the fertile limestone intervales. At *Selinsgrove* a connection is made with the Lewistown Division of the Penn. R. R., whose track here crosses the river to the W. (see page 346). Selinsgrove is a borough of 1,453 inhabitants, and is chiefly distinguished as an educational centre, being the seat of the Missionary Institute (a religious college of the Lutheran Church, with 6 professors and 140 students) and the Susquehanna Female College (a Lutheran institution with 4 professors and 82 students). The train passes on to **Sunbury** (*Central House; City Hotel*), the capital of Northumberland County, a borough of 3,131 inhabitants, pleasantly situated on the E. shore of the Susquehanna.

The *Danville, Hazleton & Wilkes-Barre R. R.* runs N. E. from Sunbury up the N. Branch of the Susquehanna, passing Danville and Catawissa (see page 336), beyond which it enters the Mainville Water Gap, and runs E. through the Nescopec Mts., amid striking scenery. Through this wild district the train passes on to **Hazleton,** where it connects with a branch of the Lehigh Valley R. R. (see page 311). **Stations.**—Sunbury; Kline's Grove, 5 M.; Wolverton, 6; Kipp's Run, 9; Danville, 12; Roaring Creek, 17; Catawissa, 21; Mainville, 27; Mifflin Cross Roads, 30; Scotch Valley, 34; Wolfton, 36; Rock Glen, 38; Gowen, 40; Tomhicken, 44; Hazleton.

The train now passes on to the rails of the *Phila. & Erie R. R.*, and crosses the N. Branch of the Susquehanna. **Northumberland** (*Central House*) is a handsome borough of 1,788 inhabitants, finely situated on the point at the confluence of the N. and W. Branches. At this point are the termini of the Lewistown Division and the Lackawanna & Bloomsburg R. R. (Route 57). Passing Montour's Ridge on the r., the train reaches *Lewisburg Junction*, whence the Lewisburg Centre & Spruce Creek Branch runs S. W. 11 M. to *Mifflinburg*, crossing the Susquehanna, and reaching *Lewisburg* at 2 M. from the Junction. This is a borough of 3,131 inhabitants, and is the seat of Lewisburg University, a Baptist institution which dates from 1846, and has 14 instructors, 216 students, and a library of about 5,000 volumes. The Erie train passes on to *Milton* (Huff's Hotel), a large village where the Catawissa R. R. comes in from the S. E. (see page 336). The train now advances over the alluvial river-side plains, with the Nittany and White Deer Mts. in the W. The country is thickly settled and fertile, and the line passes several pretty rural hamlets. The *Catawissa R. R.* (see page 336) crosses the river below Milton, and follows the W. shore; and about 9 M. above the Phila. & Erie also crosses to the W. bank, and intersects the former near *Montgomery*, at the outlet of the White Deer Valley. The lines run parallel for several miles, and then the Catawissa recrosses the river and reaches *Muncy* (whence the Muncy Creek R. R. runs N. E. to Hughesville). It then follows the l. bank by the flourishing borough of *Montoursville* (Putney House), and, crossing the Loyalsock Creek, enters Williamsport. The Phila. & Erie R. R. sweeps around the broad Muncy Bend under a high ridge, crosses the Susquehanna (W. Branch), and also reaches

Williamsport (* *Herdic House*, in gardens near the station, $3 a day; * *Crawford House*, in the city; *City Hotel*, opposite the Court House, $2.50), the capital of Lycoming County, and the chief lumber-mart of the State. It is situated on the W. Branch of the Susquehanna, and is surrounded by high hills, the Bald Eagle Mts. occupying the S. border. The streets are wide and straight, and are traversed by horse-cars (on 3d and 4th Sts.); and W. 4th St., toward the spacious Herdic House, is lined with villas. The county buildings are on 3d St., and the prison is a quaint piece of castellated architecture. To the N., at the head of Academy St., is the *Dickinson Seminary*, an extensive pile of brick build-

ings accommodating 200 students of both sexes (founded 1847). N. of the city is Herdic Park, containing 35 acres of land, and equipped with large trout-houses. To the N. W. is the Wildwood Cemetery. The great *Susquehanna Boom* extends from Williamsport for 3 – 4 M. up the river, with massive piers and braces. It cost over $1,000,000, and will hold 300,000,000 ft. of lumber. In the spring months this boom is so filled with logs that the river can be crossed anywhere on a solid floor of timber. During the past 10 years the boom has held 8,312,000 logs, equalling 1,643,000,000 ft. of boards, and valued at $100,000,000. The shipments of lumber for the last 4 years amounted to over 900,000,000 ft. The river-front of the city is lined with basins and saw-mills, the chief of which are the Dodge Mills, where 200 men and 200 saws, in the 200 days of the lumbering season, make 25,000,000 ft. of boards. The wood is pine and hemlock, and the traffic is regulated by the Lumbermen's Exchange (near the Court House). The suburbs of *Duboistown* and *Rocktown* are on the S., under the Bald Eagle Mts., and are joined to the city by a long and graceful suspension-bridge, which ends near the Catawissa R. R. station (foot of Pine St.; 1 M. from the Phila. & Erie R. R. station). Williamsport was founded about 1795, and now has 16,030 inhabitants, 24 churches, 3 daily and 2 weekly (German) papers, and 4 banks. It is the terminus of the Catawissa R. R. (199 M. from Phila.), and is 78 M. from Elmira, by the N. Central R. R. The elegant Trinity Church was finished in 1876.

The Erie train now runs S. W., crossing the Lycoming Creek, and then the W. Branch. Near the entrance to the Nippenose Valley is the station for *Jersey Shore* (Jersey Shore Hotel), a thriving borough 1½ M. N. W. on the l. bank of the river. 13 M. beyond, the train reaches **Lock Haven** (* *Fallon House; Montour; Irvine*), a city of over 7,000 inhabitants, chiefly engaged in the lumber trade. Immense numbers of pine logs are received at the Lock Haven boom every year, and are used in the saw-mills of the city. The *Bald Eagle Valley Division* of the Penn. R. R. runs 55 M. S. W. to Tyrone (see page 348). The scenery of the Alleghenies and of the Bald Eagle Valley attracts summer visitors to Lock Haven; and there are many pleasant drives in the vicinity.

5 M. above Lock Haven the Erie train crosses the W. Branch, and runs N. W. on its l. bank, through a rugged and uninhabited region, where lofty ridges close in on the river on each side. **Renovo** (* *Renovo Hotel*) is a borough of over 2,000 inhabitants, and is the seat of the railroad shops and foundries. There are large deposits of bituminous coal in the vicinity, and the mountain-scenery is picturesque. The pleasant aspect of the valley and the fine trouting in the adjacent streams have made Renovo a favorite point for summer visitors.

The line now runs S. W., and near Keating leaves the W. Branch, and runs N. W. along the broad Sinnemahoning Creek. The country which

is now traversed for many leagues was a silent wilderness 40 years ago, and still remains so, except for the feeble settlements near the railroad. Beyond the hamlet of Sinnemahoning the train reaches *Driftwood*, a small place situated amid picturesque scenery. The completed portion of the *Eastern Extension* of the Allegheny Valley R. R. (see page 358) runs from Driftwood 20 M. S. W. to *Barr's*, traversing a rugged solitude. The Erie train now turns to the N. and reaches *Emporium* (*Biddle House*), the capital of Cameron County, an important lumbering town in the heart of the mountain-environed wilderness which was formerly called the Great Horse-Shoe of the Alleghenies. Valuable salt-springs have been found in this vicinity. The Buffalo, N. Y. & Phila R. R. runs N. from Emporium (see Route 56).

Station, **St. Mary's** (*Alpine House; St. Mary's Hotel*), a village of over 1,000 inhabitants, situated amid broad timber lands and near prolific mines of bituminous coal. Considerable iron-ore has also been found in the vicinity. This village is the seat of *St. Mary's Priory* (a monastery of the Benedictines), and of *St. Mary's Convent*, the Mother-House of the Benedictine nuns in the United States. Station, *Ridgway* (Hyde House), a borough of 800 inhabitants, and the capital of Elk County, surrounded by fine timber and by coal-mines. From *Daguscahonda* a branch railroad runs 5 M. S. to the hamlet of *Earley*. The Erie train runs N. along the Clarion River to *Wilcox* (Wilcox House), where is an immense tannery which is claimed to be the largest in the world. *Kane* (railroad hotel) is situated on the Big Level, a long and narrow plateau which runs thence to the S. Large railroad repair-shops are located here. The train now leaves the *Wild-Cat Country* and descends on long and even grades. 3 M. beyond Stoneham the Allegheny River is reached, and the train stops at **Warren**, the capital of Warren County, pleasantly situated at the head of steamboat navigation on the river, and at its confluence with the Conewango River. It was settled under the auspices of the Holland Land Co. in 1792; and now has over 2,000 inhabitants, with 7 churches and 2 weekly papers. The Allegheny Iron-Works and other manufactories are located here; and the Dunkirk, Warren & Pittsburgh R. R. runs thence to the N. Freight-boats can ascend the Allegheny River to Olean Point, N. Y. The tanneries here are very extensive, and employ many men. The borough still preserves the wide rectangular streets with which it was originally laid out, and is attractive in its appearance.

At *Irvineton* the Oil Creek & Allegheny River R. R. (see page 259) diverges to the S. W. Thence the line runs across Broken Straw and Pittsfield, and reaches **Corry** (see page 360). *Union City* is at the intersection of the Phila. & Erie, the Atlantic & Great Western, and the Titusville R. Rs., and is a growing factory town. *Waterford* is a prosperous village situated on Lake Lebœuf, in the midst of a country abounding in

dairy and cattle farms. The French built Fort Lebœuf on this site in 1753, and Washington spent a week here in the same year, during which he reviewed the garrison. In 1763 the English garrison was attacked by the Indians of Pontiac's confederacy, and the troops escaped by an underground passage while the fort was burning. A large metallic plate was found here recently, with the inscription : —

"In the year 1749, in the reign of Louis XV., King of France, we, Celeron, commandant of a detachment by Monsieur the Marquis of Gallisoniere, Commander-in-chief of New France, to establish tranquillity in certain villages of these cantons, have buried this plate at the confluence of Toradekoin, this 29th of July, near the river Ohio, otherwise the Beautiful River, as a monument of renewal of possession which we have taken of the said river, inasmuch as the preceding Kings of France have enjoyed this possession, and maintained it by their arms and by treaties, especially by those of Ryswick, Utrecht, and Aix La Chapelle."

8 – 10 M. S. W. of Waterford is *Edinboro'*, prettily situated near Conneautee Lake, and the seat of the N. W. State Normal School (250 – 300 students). It has 800 inhabitants and 4 churches. The train runs N. W. from Waterford over a thinly settled country to

Erie.

Hotels. — *Reid House, new and elegant; *Ellsworth House, $3 a day; — both fronting on the City Park. Morton House, and other small hotels. *Amusements* at the new Opera-House. *Reading-Room* and library, corner of State and 8th Sts. *Horse-Cars* on Peach, State, and Sixth Sts., from the union depot to the Park and the harbor.

Railroads. — The Lake Shore & M. S. R. R., to Chicago in 451 M., to Buffalo, 88; the Erie & Pittsburgh (Route 52), to Pittsburgh in 148 M.; the Phila. & Erie, to Phila. in 451 M.

ERIE is a flourishing lake-city of over 20,000 inhabitants, with 1 daily and 5 weekly papers, 28 churches, 7 banks, 4 boat-clubs, and 6 Masonic societies. It has a large German population, with 5 Harugari lodges and 10 breweries, and is the capital of a Roman Catholic diocese. The city extends for 3 M. along the shore, and is mostly built on a low bluff overlooking the bay. The chief industries are the shipment of coal and the manipulation of Lake Superior iron. The railroads have large docks here, and the Erie & Pittsburgh line has 2 docks 1,500 ft. long, — one for shipping coal, and the other (furnished with 12 derricks) for unloading iron ore. There are 25 iron-works and rolling-mills here, besides brass-works, 6 oil-refineries, and 10 planing-mills. Erie is also a port of entry and a station of the naval revenue service ; owning vessels of 24,716 aggregate tonnage ; and in 1872, 2,392 vessels cleared from the port. The Erie Extension Canal, passing S. to the Ohio River, has been discontinued; but the Penn. Petroleum R. R. is to be built to the Oil Regions. Erie is the head-quarters of the Anchor Line of steamers (14 propellers), and has elevators with a capacity of 350,000 bushels. Its imports in 1871 – 72 were, — of iron-ore, 406,000 tons; timber, 1,600,000 ft. ; lumber, 45,000,000 ft.; flour, 408,000 barrels; wheat, 1,708,000 bushels; oats,

1,469,000 bushels; corn, 1,176,000 bushels; and barley, 147,000 bushels. Presque Isle Bay lies before the city, and is the best on Lake Erie, being 5 M. long by 1–3 M. wide, and 14–27 ft. deep. It is the only lake-port which belongs to Penn., and is sheltered by *Presque Isle*, a narrow peninsula 7 M. long, pertaining to the State and the Republic. The Isle fronts the lake with a wall of sand, and is an uninhabited wilderness, where ducks and fish are sought in the ponds and bayous. Fine black bass are caught in the bay; and *Massasauyie Point* is a favorite resort for picnics. Several of Perry's frigates sank in Misery Bay, and the hull of the *St. Lawrence* is still seen in calm weather. The distances from Erie by water are, — to Buffalo, 79 M.; to Toronto, 126; to Cleveland, 100; to Detroit, 188; to Chicago, 827; to Duluth, 933.

The **Park** is about ½ M. from the bay, and is divided by State St. It is the central point of the city, and is surrounded by fine buildings, chief among which are the great hotels. On the well-kept lawns are lines of umbrageous trees, and the Park is further adorned by a *Soldiers' Monument, consisting of bronze statues of heroic size, representing a soldier and a sailor upholding the flag. This memorial was dedicated late in 1873, and cost $10,000. The *Court House* is near the Park, and is a handsome building in classic architecture. Toward the bay is the massive little Custom House, and at the corner of Ash and Second Sts. are the spacious buildings of the *U. S. Marine Hospital.*

In 1749 Jean Cœur built at Presque Isle (now Erie) an important fort, the most northerly of the chain of posts established by the French in the W. The place was deserted after the Conquest of Canada, until Gen. Wayne built a block-house here in 1794. On his return from the Maumee campaign the brave old soldier died here (of the gout). In 1813 the U. S. built two strong block-houses near the entrance of the port. The town was laid out in 1795, and was a pretty village in 1812, when Com. Perry began here the construction of the Lake Erie fleet. To this point he brought vessels and naval supplies from the Niagara River, and here he was long blockaded by Barclay's British squadron. There were 1,500 Penn. militia in garrison, but Perry had no sailors (save 150 Rhode-Islanders) to man his fleet, until Aug., 1813, when he sailed boldly from the harbor, and within 5 weeks met and captured the hostile fleet in the renowned Battle of Lake Erie.

56. Philadelphia to Buffalo.

By the Penn. R. R., N. Central, and Phila. & Erie lines to Emporium, where a connection is made with the Buffalo, New York, & Phila. R. R. Pullman palace-cars run through to Buffalo without change. This route (or rather, that portion between Emporium and Buffalo) has been recently completed; and it is claimed that it affords a great saving of time to travellers bound from Phila. or Baltimore to Western N. Y. The line traverses (for the most part) a region devoid of cities and of history; but the rugged scenery of the Alleghenies and the Susquehanna Valley will attract the attention of the tourist.

Stations. — Philadelphia; Downington, 33 M.; Lancaster, 69; Harrisburg, 109; Sunbury, 163; Williamsport, 203; Lock Haven, 228; Renovo, 255; Driftwood, 283; Emporium, 302. *Buffalo, N. Y. & Phila. R. R.* — Shippen, 309; Keating Summit, 316; Liberty, 319; Port Allegheny, 327; Turtle Point, 332; Sartweil, 334; Larabee's, 336; Eldred, 339; State Line, 344; Portville, 347; Weston's, 350; Olean, 353; Hinsdale, 360; Ischua, 366; Franklinville, 374;

Machias, 381; Yorkshire Centre, 385; Arcade, 388; Protection, 394; Holland, 397; S. Wales, 402; E. Aurora, 406; Jamison Road, 409; Elma, 411; Spring Brook, 413; Ebenezer, 417; Junction, 422; Buffalo, 423.

Phila. to Harrisburg, see pages 338–342; Harrisburg to Emporium, see pages 366–369. At **Emporium** the Buffalo, N. Y. & Phila. R. R. diverges to the N., and crosses the forest-county of McKean, which has but 8,825 inhabitants on 1,120 square M. of area. At *Port Allegheny* the train reaches the Allegheny River, whose r. bank is followed for 27 M. to *Olean* (see page 231), where the Erie Railway is intersected. Running N. through the hilly N. Y. county of Cattaraugus, the line ascends the Oil Creek and Ischua Valleys. E. of Ischua station is the Oil Creek Reservation of the Seneca Indians. The rural hamlets which are next traversed throughout many miles of the hill-country were settled early in the present century by men of New England. Beyond the small villages of Cadiz and Franklinville, the train passes along the E. shore of *Lime Lake* and enters Yorkshire, after which Sardinia, Holland, and Wales are traversed in succession. From *Holland* stages run S. W. to *Springville*, a large village near Cattaraugus Creek, with 5 churches and a newspaper. From *E. Aurora* stages run S. E. to Wales and Java. The fertile valley of the Cazenove Creek is followed from Protection to Buffalo, except in Elma, where the line makes a detour to the N. Beyond the settlement of W. Seneca the train crosses the Buffalo Creek, and soon enters the city of **Buffalo** (see page 233).

57. Harrisburg to the Valley of Wyoming.

By the N. Central and the Lackawanna & Bloomsburg R. Rs., following up the Susquehanna Valley for 127 M.

Stations. — Harrisburg; Millersburg, 27 M.; Northumberland, 56; Danville, 68; Catawissa Bridge, 76; Rupert, 78; Bloomsburg, 80; Espy, 82; Briar Creek, 89; Berwick, 93; Beach Haven, 95; Shickshinny, 104; Hunlack's Creek, 109; Nanticoke, 112; Plymouth, 116; Plymouth Junction, 117; Kingston, 119; Wyoming, 124; W. Pittston, 126; Pittston, 127; Lackawanna, 130; Scranton, 136.

Harrisburg to Northumberland, see pages 366, 367.

At **Northumberland** the Lackawanna & Bloomsburg R. R. diverges to the N. E., reaching Scranton in 80 M., after traversing the whole length of the Valley of Wyoming. The line ascends the N. bank of the N. Branch of the Susquehanna River, and, beyond the petty hamlets of Cameron and Chulasky, approaches Montour's Ridge (on the l.), and reaches the large iron-manufacturing borough of *Danville* (see page 336). Following now the broad curve of the river to the S., Catawissa Bridge is soon reached, beyond which is seen the pretty village of *Catawissa* (see page 336). Intersecting the Catawissa R. R. near Rupert, the present route continues on to **Bloomsburg** (*Brown's Hotel*), an old borough of 3,341 inhabitants, which has been the capital of Columbia County for 72 years. As the train passes up by *Espy*, the Catawissa Mts. are seen on

the r., with glimpses of the Mainville Water-Gap. Farther to the E., the traveller has occasional views of the Huntington Mt. on the l., and the dark Nescopec Mt. on the r. Beyond *Berwick* the line enters the coal-abounding Luzerne County, and at *Belle Bend* turns N. with the river, traverses the water-gap at Lees Mt., and reaches *Shickshinny* (Yaple's Hotel), a borough of 1,045 inhabitants, near the Wapwallopen Mt., and in a district which is frequented by trout-fishers. Ascending for 6–8 M. the narrow pass between the Shickshinny Mt. (l.) and the Nanticoke Mt. (r.), the train enters the Valley of Wyoming beyond W. Nanticoke, and soon reaches *Grand Tunnel* and the mines and breakers of the Susquehanna Coal Co. The river is followed over the rich alluvial plains called the Shawnee Flats; and on the r., beyond the island-gemmed river, is the tall peak called Penobscot Knob. *Avondale* is near the great colliery where (a few years since) 102 miners were burnt or suffocated in the depths below by the conflagration of the breaker over the mouth of the shaft. For several miles the line passes a succession of coal-pits and slopes, and the great wooden buildings of the breakers. *Plymouth* is a borough of nearly 3,000 inhabitants, and is near the Delaware & Hudson, Wilkes-Barre, and Nottingham Collieries. Station, *Kingston* (Kingston Hotel), a prosperous village near large collieries, and the seat of the Wyoming Seminary. Horse-cars run thence across the river to **Wilkes-Barre**, the metropolis of the Valley (see page 312). Traversing now the verdant intervales, the train passes near the Maltby Colliery, Forty Fort, and the tall obelisk of the Wyoming Monument (see page 314), and, beyond the pretty village of *W. Pittston*, crosses the Susquehanna in full view of Campbell's Ledge. Passing through *Pittston*, the line leaves the Valley of Wyoming, and ascends the narrow and mt.-walled valley of the Lackawanna River. Approaching the coal-planes and breakers which surround Scranton, the train traverses the suburb of Hyde Park, crosses the Lackawanna, and enters the city.

Scranton, see page 246.

58. Harrisburg to Carlisle and Martinsburg. The Cumberland Valley.

By the Cumberland Valley R. R., traversing a fruitful and picturesque region which has gained a new interest from its history during the last decade. Trains from Harrisburg to Carlisle in 1 hr.; to Chambersburg in 2¼ hrs.; to Martinsburg in 4½ hrs.

Stations.—Harrisburg; Bridgeport, 1 M.; Shiremanstown, 5; Mechanicsburg, 8; Dillsburg Junction, 9 (Dillsburg, 17); Kingston, 12; Middlesex, 14; South Mt. Junction, 18 (Pine Grove, 35½); Carlisle, 19; Good Hope, 23; Alterton, 26; Newville, 30; Oakville, 34; Shippensburg, 41; Scotland, 47; Mount Alto Junction, 48 (Mount Alto); Chambersburg, 52; Marion, 58; S. Penn. Junction, 59 (Mercersburg, 73; Richmond, 78); Greencastle, 63; State Line, 68; Morgantown, 70; Hagerstown, 74; Washington, 77; Williamsport, 81; Falling Waters, 85; Biddington, 88; Berkeley, 89; Martinsburg, 94.

The train leaves the great station of the Penn. R. R. at Harrisburg, and crosses the Susquehanna on a bridge from which are gained pleasant views of the city, the island-strewn river, and the picturesque water-gap to the N. At *Bridgeport* the N. Central R. R. is crossed, and on the adjacent heights are seen remains of the fortifications which were erected in 1863 to defend Harrisburg against the Rebel invasion. The train soon reaches **Mechanicsburg** (*American Hotel; National*), a handsome borough of 2,500 inhabitants, with 7 churches, a neat town hall, and busy car-works and paper-mills. It has a large trade with the densely populated farming-country in the vicinity, and a branch railroad runs S. 16 M. to the village of *Dillsburg*. E. of the borough is the spacious brick building of the Irving Female College, a Methodist institution of considerable local fame, and to the W. is the Cumberland Valley Institute, with 75 students. Both these buildings are seen on the l. as the train passes the compact little borough with its cluster of church-spires.

The train now ascends the valley, with the South Mt. on the l., and the imposing range of the Blue Mt. on the r. **Carlisle** (*Bentz House; Mansion House*), the capital of Cumberland County, is a pleasant borough of 6,650 inhabitants, and is situated nearly in the centre of the valley. It is compactly and substantially built on wide straight macadamized streets which abound in shade trees; and the Court House fronts on the public square opposite an ancient church. On this square is a neat monument which was erected "In honor of the soldiers of Cumberland County who fell in defence of the Union, during the great rebellion." The county prison is a neat building of brown-stone, formed by 3 towers connected by a curtain-wall, and in the W. ward is the county fair-ground, with its floral hall and race-course. On Main St., W. of the public square, are the grounds which surround the plain old buildings of **Dickinson College**, a venerable institution of the Methodist Episcopal Church, which was founded in 1783, and has nearly 1,200 alumni. It now has 8 instructors and about 100 students, and the largest college library in the State (numbering 26,000 volumes). The name was given in honor of Hon. John Dickinson (the Delaware statesman of the Revolutionary era), who endowed and aided in founding the college. The scientific department, library, and museum are on the opposite side of Main St. The **Carlisle Barracks** of the U. S. Army formerly consisted of 25 buildings, situated ½ M. from the public square. They were built in 1777 by the Hessian prisoners from Trenton, and were the head-quarters of the U. S. army during the Whiskey Rebellion (when Washington's quarters were on Hanover St., near the square). At a later day this post was commanded by Capt. Robert E. Lee, of the U. S. A., who afterwards became commander-in-chief of the immense armies of the insurgent Southern States, and conquered the Cumberland Valley.

This district was settled in 1730 by the Scotch-Irish, on the lands of the Aquanaschioni Indians. In 1751 Carlisle was founded by the proprietaries, and soon became an important military post of the W. frontier. For many years it was one of the proudest and most aristocratic places in the State, and it still retains much of the ancient dignity. July 1, 1863, it was heavily bombarded by rebel artillery and suffered much damage. It was taken by the Southern troops, who then occupied Mechanicsburg and advanced to within 4 M. of Harrisburg, whence they drove in the National outposts to the alarmed capital, and caused the costly bridges over the Susquehanna to be prepared or burning.

1½ M. N. of Carlisle, on the Conedoguinet Creek, is a remarkable cavern which is entered by a symmetrical arch 8 ft. high. A straight passage through the limestone ledges leads thence (in 270 ft.) to the divergence of 3 avenues, of which that to the r. leads to the obscure hall called the Devil's Dining-Room. The Happy Retreat, the Carlisle Springs, Mt. Holly Spring, and other points about the borough are often visited.

The *South Mt. R. R.* runs S. W. from Carlisle (Junction station) to the extensive iron-works at Laurel Forge and Pine Grove, amid the defiles of the South Mt., 17½ M. distant (1 train daily, in 2½ hrs.). *Mt. Holly Springs* (U. S. Hotel) is pleasantly situated at the base of the mts., and has a newspaper called *The Mountain Echo.* The new Miramar R. R. will pass this point.

The *Boiling Spring* is 5 M. S. E. of Carlisle, and is the seat of the Carlisle Iron Co., which owns 10,000 acres of mineral land about Mt. Victory.

The **Carlisle Springs** (*Springs Hotel,* $2.50 a day) are situated in a pleasant valley at the foot of the Blue Mt., 4 M. N. of the borough (daily stages). The waters are sulphurous, and are beneficial in cases of general debility and weakness. The accommodations are good, and the roads in the vicinity lead through pleasant scenery, while the fishing in the Conedoguinet and its tributaries affords fair sport. This is a favorite resort for families from Phila., Harrisburg, and Baltimore.

The **Perry Warm Springs** are 14 M. N. of Carlisle, by a road which crosses the Blue Mt. at Sterrett's Gap, affording pleasant views of the Cumberland Valley (stages every afternoon). The waters issue from the base of Quaker Hill, in the deep glen under Mt. Pisgah, and are chalybeate in their properties, containing carbonate of iron and an excess of carbonic-acid gas. The thermal waters maintain a temperature of 70°, and are much used for bathing, as thus applied being beneficial in cases of cutaneous diseases (taken internally they are aperient and diuretic). The hotel is very low in its prices, and is situated amid pleasant hill-scenery near Sherman's Creek.

The Martinsburg train passes S. W. from Carlisle, with fine mt. views on either hand, beyond the rich and arable valley. On the r. front is the bold peak of the Blue Mt., which bounds Doubling Gap on the S. *Newville* (Big Spring Hotel; Logan House) has nearly 2,000 inhabitants and 6 churches, and is the shipping-point for a wide farming district. Stages run thence to the *Doubling Gap Springs* (sulphur-water), near the noble scenery of the Doubling Gap, a great *cul-de-sac* which is formed by a loop in the Blue Mt. 6 M. long. The train now runs S. W. to **Shippensburg**

(*Sherman House*), an ancient borough of nearly 3,000 inhabitants, with 7 churches. It is a grain market and shipping-point for the populous rural districts in the vicinity, and has a large water-power on the Middle Spring. The Cumberland Valley Normal School is ½ M. N., on a commanding hill (seen from the railroad, on the r. hand); and at Middle Spring are productive papyrus-mills. Roads run thence 12–15 M. N. W. to the Amberson and Path Valleys, between the Kittatinny and Tuscarora Mts.

At *Scotland* the train crosses the Conococheague Creek, which is followed to **Chambersburg** (*Mansion House ; Montgomery ; Washington*), the capital of Franklin County. It is a borough of 7,000 inhabitants, with 8 churches and manufactories of cotton and woollen goods, paper, and iron. It is favorably situated at the confluence of the Falling Spring and the Conecocheague Creek, in one of the richest districts of the Cumberland Valley, and is surrounded by a populous farming-country. Mt. Parnell lies to the W., and commands a beautiful valley view.

Stages run daily to *Gettysburg*, ascending the defiles between Mt. Alto, Rocky Mt., and Chestnut Ridge, and crossing the cold highlands of Green Ridge. They depart early in the morning, and reach Gettysburg in 5 hrs. (fare, $ 2). Stages run every afternoon 22 M. W. across the Cove Mt. to *McConnelsburg*, the capital of the mountain county of Fulton. There are tri-weekly stages to *Waynesboro'* (Waynesboro' Hotel; Washington), 15 M. S. E., situated on South Mt., over the Antietam Creek.

The *Mount Alto Branch* trains leave Chambersburg twice daily, and run in 1 hr. S. E. to the Mount Alto Iron-Works (Shanks' Hotel), situated in the Valley of a Thousand Springs, under the dark ridges of Mount Alto.

The *Southern Penn. Branch* trains leave Chambersburg twice daily, diverging from the C. V. R. R. below Marion. **Stations.** — Chambersburg; Marion, 6 M.; Mercersburg, 21; Loudon, 23; Richmond, 26. **Mercersburg** (*Old Mansion House*) is a small village which is reached by a secondary branch railroad, and is 2–3 M. from the base of the North Mt. of the Tuscarora range. It is famous as the place whence emanated the "Mercersburg System of Theology," which was originated and defended by Dr. Nevin (President of Marshall College), in the *Mercersburg Review*. Marshall College was removed to Lancaster in 1853; and in 1865 the German Reformed Church founded the *Mercersburg College*, whose halls are S. of the village, near St. John's Lutheran Church (6 professors and 112 students). To the E. are the buildings of the Theological Seminary of the German Reformed Church. The S. Penn. R. R. runs N. through *Cove Gap* into the long town of Metal, which lies in the Path Valley, between the Kittatinny and Tuscarora Mts. In a desolate valley of Cove Gap was born James Buchanan, 15th President of the U. S. The stages to McConnelsburg leave the station of Loudon, crossing the Cove Mt. in 5–7 M.

Chambersburg was founded by Col. Ben. Chambers in 1730, and was laid out as a town in 1760. It was much annoyed by hostile Indians in 1755–56, but was held fearlessly by the Scotch-Irish settlers of the valley. This brave and patriotic

race has long since been crowded out of the region by the Pennsylvania Dutch, a people to whom wealth and comfort are the paramount objects of attraction and desire. In 1863 Chambersburg was captured by Southern cavalry, and was doomed to the torch. Fires were set in various parts of the borough, and property to the value of $2,000,000 was destroyed. This severe measure was in retaliation for the (alleged) similar acts of the national armies in the insurgent States. The borough was speedily rebuilt in a more compact and city-like form than it bore before the conflagration.

The Martinsburg train runs S. W. from Chambersburg by the Moravian hamlet of *Marion* (Union Hotel) and the Dunkard village near Kaufmann's station, and reaches **Greencastle** (*Hays' House ; Adams*), whence daily stages run 9 M. S. E. to Waynesboro' and 11 M. N. W. to Mercersburg. Greencastle has 1,650 inhabitants, and is built around a public square at the intersection of Carlisle and Baltimore Sts. It is the centre of a rich and productive farming country. 5 M. S. the train passes Mason & Dixon, and enters the State of Maryland.

6 M. beyond the State line the train reaches **Hagerstown** (*Washington House*), the capital of Washington County, a town of 5,779 inhabitants, where the present route is intersected by the Western Md. R. R. During the Secession War several well-fought actions occurred about this town. In July, 1863, 6 regiments of U. S. cavalry attacked the rebel garrison here, but were repulsed with severe loss, after a combat in the streets. 5 days later the town was carried by an attack of national infantry.

The train now runs S. W. to *Williamsport*, where the Southern army, retreating after its defeat at Gettysburg (see page 380), turned at bay and checked the pursuit of the victors. At *Falling Waters* (near this point) the 5th Michigan Cavalry charged over a line of works and captured 1,200 men, 3 battle-flags, and 2 cannon. The train crosses the Potomac on a long bridge, and runs down through Berkeley County (W. Va.), to its junction with the Balt. & Ohio R. R. at **Martinsburg** (see Route 65).

59. Philadelphia to Gettysburg.

By the Penn. R. R. to Lancaster, and thence by a branch line to York. The Northern Central R. R. is followed to Hanover Junction, whence short local railroads lead W. to Gettysburg. A new route is now open from York.

N. Y. to Harrisburg by Route 36, and thence to Gettysburg by the N. Central R. R., etc. Washington to Gettysburg by the Balt. & Potomac and N. Central R. Rs., etc. *Fares.* — Phila. to Gettysburg, $4.52 ; Washington to Gettysburg, $4 ; New York to Gettysburg, $7.51 ; Pittsburgh to Gettysburg, $10.15.

Stations. — Philadelphia ; Coatesville, 39 M. ; Lancaster, 69 ; Rohrerstown, 72 ; Mountville, 76 ; Columbia, 81 ; Wrightsville, 82 ; Ewing, 84 ; Garver's Lane, 86 ; Hershey's, 88 ; Campbell's, 90 ; Turnpike, 92 ; York, 95 ; Glatfelter's, 103 ; Hanover Junction, 106 ; Strickhauser's, 108 ; Cold Spring, 109 ; Jefferson, 110 ; Porter's, 114 ; Smith's, 116 ; Hanover, 119 ; Valley, 123 ; Oxford, 125 ; Gulden's, 131 ; Granite, 132 ; Gettysburg, 136.

Philadelphia to Lancaster, see Route 50.

From Lancaster the train runs W. across the fertile and densely populated plains of Hempfield, and in 35 min. reaches **Columbia** (*Continental Hotel*), a wealthy borough of 6,461 inhabitants, with 12 churches

and large iron-works. It is the chief depot for the lumber of the Susquehanna region, and is built on the high, sloping bank of the river, which is over 1 M. wide, and is studded with small islands. Beautiful views are enjoyed from the hills in the vicinity, including the rich limestone plains of Lancaster County and the picturesque river. Crossing the bridge (1¼ M. long), the train reaches *Wrightsville*, which was one of the chief points urged for the location of the national capital when the Republic was founded. To this point advanced the splendid infantry of Early's rebel division, in June, 1863. A strong force of Penn. militia were garrisoned at the fortifications about the bridge-head, but the hostile artillery drove them from the works; and in the retreat they burnt the bridge, thus preventing the farther advance of the invaders. 11 M. beyond Wrightsville the train reaches **York** (*National Hotel; York House*), a borough of over 11,000 inhabitants, with 18 churches and 3 banks. It is well and compactly built, and has many church-spires; while the Court House is a fine granite building in classic architecture. There are several large manufactories, but the borough is chiefly noted as the market-town for a wide extent of populous German farm-hamlets. It is situated on Codorus Creek, and the chief streets (Main and George) intersect each other at the Central Square. The Codorus Valley was settled in 1733 by Lutherans from Wurtemberg, and York was founded in 1740; after which (in 1777–78) the Continental Congress held its sessions here for 9 months. During the rebel invasion of Penn. (May, 1863), this borough was dishonored by the officious timidity of its magistrates, who rode over 7 M. to the camp of the Confederates, to whom they surrendered the place without summons. Early soon occupied York (the largest Northern town ever taken by the insurgents) with 10,000 men, and levied a contribution of $100,000 on the citizens. The railroad works and bridges in the vicinity were destroyed; but private property was carefully guarded, and remained intact.

The traveller passes S. W. from York up the Codorus Valley on the N. Central R. R., and at Hanover Junction takes the Hanover Branch R. R. *Hanover* is a borough of nearly 2,000 inhabitants, with 6 churches, 2 papers, and 2 banks. While marching through this place, on June 28, 1863, Kilpatrick's division of U. S. cavalry was suddenly and furiously attacked by a large force of Southern horsemen, under Gen. Stuart. A battle of 4 hours' duration ensued, and was only terminated by the arrival of a fresh Federal brigade, under Gen. Custer.

The **York Sulphur Springs** (*York Springs Hotel*) are reached by stage from Oxford station, beyond Hanover, in 9 M. (also by carriage from Gettysburg in 12–14 M.). They contain sulphates of lime and magnesia and muriate of soda, and there is a chalybeate spring in the vicinity. These mineral waters were discovered in 1790, and were for many years

a favorite resort for Baltimore families. They are now less visited than formerly.

Gettysburg (*Eagle Hotel; Keystone House*) is the terminus of the railroad, and is a quiet borough of about 3,300 inhabitants, with 8 churches, 2 banks, and 3 newspapers. It is situated on a fertile plain amid a populous farming country, and is surrounded by low ridges. *Pennsylvania College* (founded in 1832) is located here, and has imposing buildings in classic architecture. There are 8 professors and 133 students, and the library contains 17,450 volumes. The *Lutheran Theological Seminary* has 3 professors and 43 students (400 alumni), with a library of 12,000 volumes. The view from its cupola (courteously open to visitors) overlooks the borough and its vicinity for many leagues, with Bear Mt. in the N., and the bold and diversified Green Ridge in the W.

The **Katalysine Spring** (* *Springs Hotel;* 250 guests; $3 a day; $15-20 a week) is reached by carriage in 1½ M. from the borough. The waters are cold, colorless, and tasteless, and are classed with those of Vichy and Pyrmont They are alkaline in character, each gallon containing 7 grains of sulphate of magnesia, 5 of carbonate of lime, 2½ of sulphate of soda, and 2 of silicic acid, and are said to be efficacious in cases of gout, rheumatism, dyspepsia, diabetes, and in dissolving calculi and chalkstone concretions.

There are many pleasant drives in the vicinity of Gettysburg, amid picturesque rural scenery, and through scenes of the deepest historic interest. The *Seminary Ridge* is W. of the town; and the Chambersburg road leads thence, by Lee's Head-quarters (back of the Seminary), to *Herr's Tavern* and the vicinity of the Katalysine Spring. The Millerstown road leads to Willoughby Run and Bream's Tavern. *Round Top* is reached by the Emmittsburg or Taneytown road. Visitors who wish to make a close study of the battle-field should buy Batchelder's "Gettysburg: What to see, and how to see it" (with large topographical map).

The *** Soldiers' National Cemetery** is the most interesting point in this vicinity. Just after the battle an association was formed by the governors of the Northern States, under whose auspices the remains of the patriot dead were removed from the groves and heights, valleys and fields, where they had fallen, and were buried on the lofty ridge of Cemetery Hill. The Confederate dead mostly lie on the wide field, except such as have been removed to the Hollywood Cemetery, in Richmond. Nearly 3,600 National soldiers are buried here in semicircular lines whose centre is occupied by the monument. The dead of each State are ranged in sections, separated by radiating pathways, and continuous lines of granite blocks are placed at the heads of the graves, and marked with the names and regiments of the fallen heroes. There are 18 States represented, from Maine and Delaware to Minnesota; of which New York has

867, and Pennsylvania has 534. Near the entrance of the cemetery is a semi-colossal bronze * statue of Maj.-Gen. Reynolds, who was killed while leading the First Corps in the battle. It was designed by Ward, and cast from condemned cannon, and rests on a high pedestal of Quincy granite. The ***National Monument** is an imposing memorial which stands in the centre of the lines of the dead. It is of white Westerly (R. I.) granite, 60 ft. high, and is crowned by a colossal marble statue of Liberty, holding the laurel-wreath and the sword. There are 4 buttresses about the base of the column, bearing colossal marble statues of War (an American soldier), History (recording the achievements of the hero), Peace (a stalwart mechanic), and Plenty (a female figure, with grain and fruits). On the base of the monument are carved a few of the grand and solemn words of President Lincoln, delivered here in November, 1863.

"It is rather for us to be here dedicated to the great task remaining before us, — that from these honored dead we take increased devotion to the cause for which they gave the last full measure of devotion, — that we here highly resolve that these dead shall not have died in vain, — that this nation, under God, shall have a new birth of freedom, — and that the government of the people, by the people, and for the people, shall not perish from the earth."

The Battle of Gettysburg.

Shortly after the sanguinary defeat of the National army at Chancellorsville, Va. (May, 1863), Gen. Lee advanced rapidly into Maryland and Penn. at the head of a powerful and compact army of Southern veterans. The Cumberland Valley towns fell in succession before the invading host, the Lower Susquehanna Valley was overrun, and consternation filled the adjacent States. It was even thought possible that the Confederate cavalry would water their horses in the Delaware and the Hudson, and lines of fortifications were thrown up before Pittsburgh, Harrisburg, and Philadelphia (whence much valuable property was sent to the more remote North). Where the blow would fall on one could tell, and the gathering militia of the adjacent States were scattered over such wide lines of defence as to be of but little avail. Meantime the Army of the Potomac, uncertain of the plans and whereabouts of the enemy, was endeavoring to cover the cities of Baltimore, Philadelphia, and Washington, and to impede the hostile advance.

On the 1st of July, 1863, Hill's corps descended from their camps in the mts., and attacked the National cavalry beyond Herr's Tavern, driving them in towards Gettysburg. A part of the First Corps was soon brought up, and the famous "Iron Brigade" (2d, 6th, and 7th Wis., 19th Ind., and 24th Mich.) swept into the forest E. of the present Springs Hotel and routed Archer's brigade (1st, 7th, and 14th Tenn., 5th and 13th Ala.), after a terrific struggle in which Gen. Reynolds was killed and Gen. Archer was made prisoner. The 2d Miss. was captured on the r., but the National lines were forced back slowly by overwhelming numbers. Powerful reinforcements now joined both combatants, and Southern batteries began to enfilade the 11th Corps from Oak Hill. A North Carolina brigade was captured *en masse* and hurried to the rear, and the German troops of the 11th Corps held their positions well. But Early's divison now flanked the National line on the Harrisburg road and the Georgia and Louisiana brigades made a resistless attack. Outflanked and overpowered, the Union army fell back without orders, and huddled into Gettysburg. Hoke's North Carolina brigade routed Coster's New-Yorkers and swept through the streets, capturing great numbers of prisoners. Smith's brigade lay on Cemetery Hill as a reserve, and here the broken divisions were re-formed, while every part of the hill was garnished with cannon, which were ordered into position as fast as they came in from the rout. Troops were hurried on to the field all night long, by both of the combatants.

At noon on the 2d of July, Sickles's 3d Corps advanced and formed on the low ridge above the Emmittsburg road; but the l. flank was attacked at 4 P. M., and a desperate struggle occurred about the Devil's Den and the rugged peak of Little Round Top. The rebel troops engaged were mostly from Texas and the Gulf States, and fought with desperate fury, pressing back the National lines and sweeping over the guns. Sickles's men fought well, but were flanked and forced back from their positions, and retired sullenly, after suffering terrible losses. Humphrey's division of New York and New England men checked the attack of the Alabama, Florida, and Mississippi brigades until new lines were formed on Cemetery Hill, and the position on Little Round Top was made secure. At late twilight the Louisiana and North Carolina brigades emerged from the streets of Gettysburg and made a gallant charge on East Cemetery Hill, the r. of the National line. By their impetuous and unexpected rush the infantry supports were scattered and the batteries in position were captured. But the flanking artillery opened a hot fire at short range with double-shotted canister; the 33d Mass. poured in withering volleys, and Carroll's men of Ohio, W. Va., and Penn. charged down upon the enemy and pressed them from the hill. The National batteries at this point had received positive orders not to limber up and retire, but "to fight to the last"; and the hand-to-hand contest among the guns was one of the most terrible episodes of the battle. Later in the night Johnson's division of Southern troops attacked the extreme right, which was held by a New York brigade, and succeeded in carrying the works.

At 4 o'clock in the morning of July 3, a heavy fire was opened by the artillery of the 12th Corps on the position of Johnson's division (on the extreme r.), and a sharp infantry action followed, at whose close the Union lines were re-established in their advanced works. The fighting on the right was over at 11 o'clock, and then an ominous quiet settled over the field. Lee was massing his artillery on Seminary Ridge, opposite the National left centre; and at 1 o'clock he opened a cannonade, which has been called by veteran artillerists the most tremendous exhibition in the history of war of the power of field-batteries. Cemetery Ridge was swept for 2 hours by a storm of shot and shell; the slopes were ploughed up on every side by the plunging bolts; and the roar of 145 rebel guns filled the air. The National infantry was saved from annihilation by lying down in the hollows of the ridge; but the artillery suffered fearfully, several caissons were blown up, and 2 batteries were totally demolished. 80 guns replied to the hostile cannonade, with instructions to slowly slacken their fire. Gen. Lee, believing that the National artillery had been destroyed and the supports cut to pieces, ordered a grand charge by the *élite* of the army, and 3 columns, containing 15,000 men, advanced from Seminary Ridge into the valley. The centre was held by Pickett, with 10 veteran regiments of Virginians; the South Carolina and Georgia brigades were on the left, and the Florida and Alabama brigades were on the right. The firing ceased, and the attention of both armies was concentrated on the massive column of attack. The objective point was a clump of trees in the rear of the lines, boldly outlined against the clear sky; and the Confederate divisions advanced thitherward in perfect silence, and with the regularity of a dress-parade. Meeting the skirmish lines of the U. S. sharpshooters near the Emmittsburg road, Pickett brushed them away like a swarm of flies, and his men started up the heights at the step of the charge. Then the National batteries opened, sweeping the valley with a scathing shower of grape and canister; the thousands of rifles of Hancock's corps commenced a sharp fusilade; and section after section of artillery from the right and left wheeled into new positions and converged their fire on the advancing host. But nothing short of utter annihilation could stay Pickett's heroic Virginians: thousands fell, but other thousands pressed on, swept over the National fortifications, took the guns, and cut the army in two at the copse of trees "to which a few — it may be a score or two — of the boldest and bravest that led the van of Pickett's charging column on the 3d of July attained. Thus far the swelling surge of invasion threw its spray, dashing itself to pieces on the rocky bulwark of Northern valor. Let us call this the high-water mark of the Rebellion." It was but for a moment; Hall's Mass. and N. Y. troops reinforced Webb's retreating Pennsylvanians and retook the artillery; Hays's division opened a close enfilading fire with musketry; and Stannard's Vermont brigade rose from their sheltered position far in front of the Union line, and destroyed a supporting column by a close and unexpected flank fire. Howard's artillery, massed on Cemetery Hill, shattered the South-Carolinians; the right wing of the assault was

broken; and the survivors of the Virginia division, withering under the close convergent fire, threw down their arms and surrendered.

The broken remains of that superb Southern infantry drifted back to Seminary Ridge; and the Pennsylvania Reserves began a successful advance on the left wing which was only terminated by nightfall. During the night the Confederate army retreated through the passes of the South Mt., and soon reached Virginia, though much harassed by the National cavalry.

The number of men engaged in this grand battle is variously estimated, but the best accounts give 80,000 Nationals and 70,000 Confederates (others claim that there were 100,000 Nationals and 91,000 Confederates). The National loss in the 3 days' battle was 2,834 killed, 13,733 wounded, and 6,643 missing. The Confederate loss was about 18,000 killed and wounded, and 13,620 prisoners.

60. Baltimore to Central New York.

By the Northern Central R. R., whose N. terminus is at Canandaigua, on the N. Y. Central R. R. This is the favorite route for travellers from the South on the way to Watkins Glen and Niagara Falls. The latter is reached either by passing through to Canandaigua and taking the N. Y. Central; by changing on to the Erie Railway at Elmira; or by diverging from Williamsport to Emporium and Buffalo. The line runs Pullman parlor and sleeping cars, and traverses the rich and thickly settled Susquehanna Valley, and the wild and uninhabited Allegheny Mountain region. Baltimore to Harrisburg, 3½ hrs.; to Williamsport, 8½ hrs.; to Elmira, 12½ hrs.; to Watkins Glen, 13¾ hrs.; to Canandaigua, 16 hrs.; to Rochester, 18 hrs.; to Niagara Falls, 22½–24 hrs.

Stations. — Baltimore; B. & P. R. R. Junction, 1 M.; Mt. Vernon, 2; Relay, 7; Timonium, 12; Cockeysville, 15; Sparks', 19¾; Monkton, 23; Parkton, 29; Freeland's, 34½; Glenrock, 42; Hanover Junction, 46½; Glatfelter's, 49; York, 57¼; Conewago, 67; Goldsboro', 72½; Red Bank, 78½; Bridgeport, 83½ (Harrisburg, 84½); Fairview, 85½; Marysville, 91; Dauphin, 92½; Clark's Ferry, 99; Halifax, 105½; Millersburg, 111; Liverpool, 114; Mahantango, 118; Georgetown, 121½; Trevorton Junction, 126½; Fisher's Ferry, 131; Selinsgrove, 133; Sunbury, 138; Northumberland, 140; Lewisburg Junction, 147; Catawissa Junction, 150; Milton, 151; Watsontown, 155; Dewart, 157; Montgomery, 162; Muncy, 166; Williamsport, 178; Cogan Valley, 187; Crescent, 188½; Trout Run, 192; Bodine's, 198; Ralston, 202; Roaring Branch, 206½; Carpenter's, 212; Canton, 218; Minnequa, 219¼; Alba, 221½; W. Granville, 225; Troy, 231; Columbia Cross Roads, 235½; Snediker's, 240½; Gillett's, 243½; State Line, 247; Elmira, 256; Horse Heads, 262; Pine Valley, 266; Millport, 269; Croton, 271; Havana, 275; Watkins, 278; Rock Stream, 286; Starkey, 289; Himrod's, 293; Milo, 297; Penn Yan, 301; Benton, 305; Bellona, 307; Hall's, 311; Gorham, 314; Hopewell, 319; Canandaigua, 325 (Rochester, 254; Buffalo, 422; Niagara Falls, 431).

The train leaves the Northern Central R. R. station in Baltimore, and runs out by the Balt. & Potomac Junction, whence it continues to the N. by the rural stations of Baltimore County, passing the cotton-mills at Woodbury and the low shores of Lake Roland. At Relay the *Western Maryland R. R.* diverges to the W. to Westminster and Hagerstown, and beyond Freelands the line enters Pennsylvania. From *Hanover Junction* a railroad runs W. to **Gettysburg** in 30 M. (see Route 59); and beyond Glatfelter's the train reaches the wealthy borough of **York** (see page 378), whose streets are traversed for a considerable distance. Descending the rich Codorus Valley, the traveller soon sees the rounded ridges of the South Mt. on the r., and turns to the N. W. along the broad Susquehanna River. Beyond the Conewago Creek, *York Haven* is passed, and long islands are seen on the r.; while above Goldsboro' the borough

of Middletown is seen on the opposite shore. Thus following the noble river, the train soon reaches *Bridgeport*, whence a long bridge conducts to **Harrisburg**, the capital of Penn. (see page 342). Beyond Bridgeport fine views of Harrisburg are enjoyed; and the Conedoguinet Creek is passed near the base of the Blue Mt., where the line traverses a wide gap between picturesque mt.-promontories.

Harrisburg to Williamsport, see pages 366, 367 (Route 55).

From Williamsport the line ascends the Lycoming Creek through narrow gorges in a thinly settled region. Near *Trout Run*, Bobst Mt. looms up on the l., and a road leads E. to Rose Valley. Beyond the coal-abounding district of *Ralston*, the line passes near the Towanda Mts. and reaches Minnequa, a summer resort of recent origin. The **Minnequa Springs** (* *Minnequa Springs Hotel;* 500 guests) are situated in a cool mt.-glen, 1,445 ft. above the sea, and are surrounded by rugged heights. The adjacent brooks afford good fishing, and athletic and adventurous huntsmen traverse the rugged mts. in search of game. The waters contain, in each gallon, 3½ grains of oxide of iron, and small quantities of the carbonates of soda, lime, and magnesia, with free carbonic acid; and ¼ of their volume is sulphuretted hydrogen. The hourly flow is 560 gallons, and the waters are beneficial in cases of dyspepsia, consumption, rheumatism, and diseases of the skin and liver.

Beyond Alba the prosperous rural village of *Troy* is passed, and the train speeds away to the N., across Bradford County, and enters New York State. At **Elmira** (see page 227) the Erie Railway is intersected, and the present route runs N. to the great summer resorts of Havana and **Watkins Glen** (see page 208). The track now follows the W. shore of Seneca Lake for 12 M., with pleasant views over its deep still waters (see page 212). At *Big Stream* is the romantic glen of the same name. Stages run from *Starkey* S. W. to the **Crystal Springs** (large hotel and water-cure; $8–14 a week), whose waters contain carbonates of lime, magnesia, and iron, chlorides of soda and lime, and a large amount of free carbonic acid. They are beneficial in cases of cutaneous diseases, dyspepsia, neuralgia, etc. The hotel is pleasantly located near the head of the Big Stream Hollow, and Keuka Lake is to the W.

The train soon reaches *Penn Yan*, the capital of Yates County, a pleasant village at the foot of **Keuka Lake**, with 3,206 inhabitants, 5 churches, and 3 newspapers. Steamboats leave this point at 9 A. M. and 2.30 P. M., and ascend the lake to *Hammondsport*, a pretty village whence a narrow-gauge railroad (3 trains daily) runs up Pleasant Valley to Bath, on the Erie Railway. Hammondsport is the centre of an extensive district of vineyards, which cover over 7,000 acres and yield abundantly. The deep cellars of the Urbana and Pleasant Valley Wine Companies are worthy of a visit, and contain hundreds of thousands of bottles of native

wines, including sweet and dry Catawba, claret, Isabella, and choice gold-seal and imperial champagnes. The average yield is 3,000 pounds of grapes to an acre, and 2 wine companies have pressed over 2,500 tons in a year. This lucrative industry has sprung up since 1854, and now the Pleasant-Valley wines are sent to remote sections of the country. 5 M. N. of Hammondsport is the summer resort known as the *Grove Spring House*. Keuka Lake is 22 M. long, and 1½ M. wide at its broadest point. It is 718 ft. above the sea, and 277 ft. above Seneca Lake (which is but 7 M. distant), and is surrounded by lofty ranges of hills, whose sheltered slopes are the home of the vine. The N. part is divided by a remarkable promontory called *Bluff Point*, which runs 8 M. into the lake, with a width of 1–2 M., and a height above the water of 4–700 ft. At the head of the W. Branch of the lake is the secluded hamlet of *Branchport*, with 5 churches and 100 dwellings. There are pleasant drives between Hammondsport and Crystal Springs, either by the lake-road, or by the way of *Little Lake*, a beautiful sheet of water 3 M. long, secluded among the highlands of Wayne.

The first settlement in this vicinity was made in 1789 by Jemima Wilkinson, a woman of Rhode Island who had founded a new religious system, whereof she was the head, bearing the official title of "the Universal Friend." In 1786 the sect held a conference in Connecticut, and resolved to move into the Western wilderness, where they might enjoy their peculiar ideas undisturbed. So the Universal Friend, with her two "Witnesses" and the proselytes, moved West and settled E. of Penn Yan, the lady occupying the first frame house in Western New York. The settlement was derisively called *Penn Yank* by the New-Yorkers, in allusion to the fact that it was formed by Pennsylvanians and Yankees.

The Northern Central train runs N. and N. W. from Penn Yan, passing several small rural hamlets. Beyond Benton it enters Ontario County, and soon reaches the populous village of **Canandaigua** (see page 202).

1 M. E. of Canandaigua, on a symmetrical hill, are the remains of the round fort which was held sacred by the Senecas as the place of their origin. 8 M. N. W. is the fortress which was destroyed in 1687 by the Marquis de Nonville, at the head of 900 Hurons and 8 battalions of Frenchmen. It was a favorite seat of the Senecas, and was won only after a long and desperate battle. Sullivan's American army destroyed the Seneca town of Canandaigua (in 1779), then marched S. W. and swept away the villages of Honeoye and Conesus, defeated the Indians near Conesus Lake, and laid in ashes the Genesee Castle, with its large and well-built town. In this harsh campaign, "40 Indian towns were burned; 160,000 bushels of corn in the fields or in granaries were destroyed; a vast number of the finest fruit-trees, the product of years of tardy growth, were cut down; hundreds of gardens covered with edible vegetables were destroyed; the inhabitants were driven into the forests to starve, and were hunted like wild beasts; their altars were overturned, and their graves trampled upon by strangers; and a beautiful, well-watered country, teeming with a prosperous people, ... was desolated and cast back a century within the space of a fortnight."

61. Philadelphia to Port Deposit.

By the Phila., Wil. & Balt. R. R. to Lamokin, where the Phila. & Balt. Central R. R. diverges. A branch of the P., W. & B. R. R. connects with this route at Port Deposit, carrying passengers into Baltimore in 6¼ hrs. from Phila. Fare from Phila. to Port Deposit, $2.45.

Stations. — Phila.; Lamokin Junction, 14 M.; Knowlton, 17; Rockdale, 20; West Chester Junction, 21; Patterson, 23; Concord, 25; Brandywine, 27; Chadd's Ford Junction, 30; Fairville, 33; Rosedale, 34; Kennett, 36; Toughkenamon, 39; Avondale, 40; West Grove, 43; Penn, 46; Elk View, 47; Lincoln University, 49; Oxford, 52; Nottingham, 55; Rising Sun, 60; Colora, 62; C. & P. D. Junction, 67; Port Deposit, 71 (Perryville, 75; Baltimore, 112).

The train follows the line of the Phila., Wil. & Balt. R. R. (Route 62) as far as *Lamokin*, where it diverges to the N. W. and intersects the West Chester & Phila. R. R. Thence the road runs W. by Paterson and Concord to *Brandywine*, near the place of the great battle of Sept., 1777 (see page 338). The train crosses the Brandywine Creek and enters Chester County, which Bayard Taylor has well called "a lovely reproduction of English Warwickshire." **Kennett Square** is a pleasant old hamlet N. of the track and on the State Road. It was the camp-ground of the royal army under Sir William Howe before its victory at the Brandywine; and its scenery has been celebrated, in later days, in Taylor's poem, "The Story of Kennett." The Eaton Female Institute receives summer boarders.

J. Bayard Taylor was born at Kennett Square in 1825, and in 1842 he began to learn the printer's art and to write verses. In 1844–46 he made a romantic pedestrian tour in Germany, Italy, and France, whose account was given in "Views Afoot." Since that time his travels have been incessant, and have reached the most remote points, concerning which he has published numerous interesting books, besides volumes of romance, poetry, and translations. The mansion of *Cedarcroft*, at Kennett Square, belonged to Mr. Taylor, who died in 1878, while Minister to Germany, and is buried at Kennett Square.

The train passes S. W. across an ancient and well-populated region where the prolific limestone soil yields large crops. *Lincoln University* is a school of the Presbyterians, founded in 1854, and having 9 instructors and 140 students. From the neighboring village of *Oxford* stages run to Penn Hill, Oakhill, and Peach Bottom. The train now passes S. W. to **Port Deposit,** a town of nearly 2,000 inhabitants, situated on the Susquehanna River at the lower falls and 5 M. from the Chesapeake Bay. It has a large trade in the trans-shipment of pine lumber which is floated down the river in rafts from Lock Haven and Williamsport; and there are granite-quarries in the vicinity. The Port Deposit Branch of the P., W. & B. R. R. runs S. E. along the l. bank of the Susquehanna to *Perryville.*

Perryville to Baltimore, see Route 62.

62. Philadelphia to Wilmington and Baltimore.

By the Phila., Wil. & Baltimore R. R. in 3½-5¼ hrs. — The new Limited Express-train (Pullman cars) runs between the two cities (stopping only at Wilmington) in 2 hrs. and 40 min.

Stations. — Philadelphia; Gray's Ferry, 2 M.; 58th St.; Mt. Moriah; Bonaffon; Paschall, 5; Darby; Sharon Hill; Glenolden; Ridley Park; Crum Lynne; Chester, 14; Lamokin, 14½; Thurlow, 16; Linwood, 18; Claymont, 20; Bellevue, 23; Wilmington, 28; Delaware Junction, 30; Newport, 32; Stanton, 34; Price's Wood, 37; Newark, 40; Elkton, 46; North-East, 52; Charlestown, 55; Perryville, 61; Havre de Grace, 62; Aberdeen, 67; Perrymansville, 71; Edgewood, 77; Magnolia, 79; Chase's, 83; Stemmer's Run, 89; Bay View; Baltimore, 98.

The train leaves the terminal station at the corner of Broad St. and Washington Ave., and runs W. through a busy manufacturing quarter, passing the U. S. Arsenal and the Naval Asylum on the r. The immense buildings of the Almshouse and the white monuments of the Woodland Cemetery are seen on the r. as the train crosses the Schuylkill River on the *Newark Viaduct*, a costly structure 800 ft. long. At its W. end is the station of *Gray's Ferry*, which was named in honor of the proprietor of the ancient ferry at this point. Over the floating-bridge which was afterwards built here, Gen. Washington made a triumphal passage in 1789, while on his way to assume the Presidency of the new Republic. The through trains from New York to Washington here run on to the P., W. & B. tracks, after flanking the city of Phila. by way of Frankford, Fairmount Park, W. Phila., and the Junction R. R. The line now bends to the S. W. and passes several suburban stations. Near *Ridley Park* is a large summer hotel, and the station-building at *Crum Lynne* is noticeable for its pretty decoration (as are also most of the other stations on this railroad). 11 M. below Phila. the traveller may see the spacious buildings of the *Lazaretto*, the quarantine of the city. The main structure is 180 ft. long, and is surmounted by a dome. Vessels from foreign ports are boarded at this point and examined by the health-officers.

The Lazaretto is on Tinicum Island, near which was the fortified town of *New Gottenburg*, "the metropolis of New Sweden." It was founded in 1643 by Lt.-Col. Printz of the Swedish army, the governor of Queen Christina's American domains. He arrived here in the ships *Swan* and *Charitas*, with a goodly company of adventurous Scandinavians, whose spiritual head was the learned Pastor Campanius. To the N. were soon erected the fortified towns of *Nya Wasa* and *Gripsholm*; also the new Fort Kingsessing, whereof the Swedish annalist wrote: "This was no fort, but good strong log-houses, built of good strong hard hickory, 2 stories high, which was a fort good and strong enough to secure themselves from the Indians. For what signifieth a fort when the people therein boast of the strength of the place, and do not crave for God's assistance? And there lived 5 freemen, who plough, sow, plant, and manure the land, and they lived very well there for the governor had set them there."

The train now passes on to **Chester** (*American House; Columbia*), a thriving city of nearly 12,000 inhabitants, with foundries, car-factories, cotton and woollen mills, and great ship-yards for the manufacture of iron steamships. The ship-yards of John Roach cover 23 acres, and em-

ploy 2,000 men, building the great vessels of the Pacific Mail Steamship Line (of which the *City of Pekin*, recently launched, is the largest vessel in the world, except the *Great Eastern*), and other stanch and stately vessels. There are several quaint old hipped-roof buildings here, dating from the early provincial era, and the churchyard of St. Paul's has many curious and mossy grave-stones. The holly-tree near Penn's landing-place (S. of Chester Creek) is shown to visitors; and the Court House is a venerable building which dates from 1724. The *Penn. Military Academy* is located in this city, and is a State school, with 10 instructors and 140 students. The Aston Ridge Seminary is 6 M. N. W. near the hamlet of Village Green (by pleasant rural roads through a land of dairies); and to the N., in Springfield, is *Swarthmore College*, an institution of the sect of the Friends, with 18 instructors and 243 students (a station on the W. Chester & Phila. R. R.).

Benjamin West was born near Springfield in 1738, of an old Quaker family, and soon developed an intense love for drawing. After 1760 he dwelt in Europe, achieving a wide celebrity for historical paintings of a high order of conception and harmonious execution. In 1792 he succeeded Sir Joshua Reynolds as President of the Royal Academy, and in 1820 he died at London. Among his chief works were "Christ Healing the Sick," and "Death on the Pale Horse."

Chester was on the Indian domain of *Mocoponaca*, and was settled by the Swedes about 1643, under the name of *Upland* (Oplandt), — being, therefore, the oldest town in the State. In November, 1682, William Penn and his companions landed here and bestowed upon the place the name which it now bears. The first Provincial Assembly convened at Chester, Dec. 5, 1682, and enacted a code of 70 laws for the government of the new settlements. The county-seat remained here for 169 years.

Beyond Chester the Baltimore train runs through the old Marcus Hook district, where colonies of Finns settled in the 17th century. The village of *Linwood* was formerly called Marcus Hook, and lies in a rich dairy-region, ½ M. S. of the station of the same name; 1 M. beyond which the train enters the State of Delaware, and follows the course of the broad Delaware River, by the milk-stations of Claymont, Holly Oak, Bellevue, and Ellerslie. The Brandywine Creek is crossed near the Old Swedes' Church, and the train sweeps around to the S. side of Wilmington, the metropolis of Delaware (see Route 63). The Christiana Creek is now followed to the S. W., by the divergence of the Delaware R. R. *Newport* (Miller's Hotel) is a quiet and venerable hamlet on the Christiana, dating its origin from the Finnish immigration of 1640. *Stanton* is ¾ M. W. of the line, on the water-shed between the Chesapeake and Delaware Bays, and between the Red Clay and White Clay Creeks. It was settled by the Quakers about 2 centuries ago, and the name was given in honor of a prominent Quaker gentleman. The train now passes near the *Iron Hills*, where the Indian tribe of the Minquas dwelt. From the chief of these summits Washington watched the advance of the British army from Elkton in 1777, while Gen. Maxwell's New Jersey troops held the hills.

Lord Cornwallis advanced upon Newark in Sept., 1777, defeated Maxwell near Pencander, and compelled the Continental army to retire to the line of the Brandywine. **Newark** (*Delaware House*) is N. of the Iron Hills, and 1 M. N. of the station of the same name. It is a pretty hamlet, with several manufactories on the White Clay Creek. This place has acquired the name of "The Athens of Delaware," on account of its educational facilities, consisting of 2 female seminaries, the Newark Academy (founded in 1749), and the *Delaware College*, a prosperous institution which dates from 1833, and is well endowed. 2 M. N. of Newark is a mineral spring with considerable local fame, and stages run to *Hopewell*, 18 M. distant.

2 M. beyond Newark and about 1,000 ft. N. of the railroad are the stones which mark the Tangent Point of the celebrated *Mason and Dixon's line*. This line marks the boundary between Penn and Maryland, and was located by the surveyors Charles Mason and Jeremiah Dixon in 1762–67. It was 327 M. long and was marked by stone pillars 4 ft. high at each mile, carved with the arms of the Calvert and Penn. families (between whose domains it was drawn). In later days this boundary assumed great importance as separating the Slave States from the Free States, and in this phase it came to be regarded as extending across the Republic from ocean to ocean. After the extinction of slavery "south of Mason and Dixon's line," and the close of the Secession War, this local boundary lost its national significance and importance.

Beyond Mason and Dixon's line the train enters the State of Maryland, and runs down to *Elkton*, a town of about 1,800 inhabitants, the capital of Cecil County. It has an ancient Court House, an academy of high repute, and 4 churches. The Elk River runs S. to the broad estuaries of the Chesapeake Bay. This village was settled in 1694 by Swedish mariners from Fort Casimir, and was called the *Head of Elk* for about a century. Aug. 25, 1777, Sir William Howe's Anglo-German army (13,000 British soldiers and 5,000 Germans) landed on the Elk River and marched 11 M. N. to the Head of Elk, whence Howe soon advanced to the short and victorious campaign of the Brandywine, which resulted in the conquest of Philadelphia (see page 338).

The train now crosses the Head of Elk Neck, and stops at *North-East*, a hamlet which was destroyed by the marauding British fleet under Admiral Cockburn in 1813 (when Charlestown and several other of the Bay towns were destroyed). 9 M. N. W. is the Brick Meeting-house, which was built in the 17th century by William Penn. The most northerly point of Chesapeake Bay reaches North-East, and is crossed by a railroad viaduct. *Charlestown* is S. of its station, and was settled in 1742. It was for some time a commercial rival of Baltimore; but received a terrible blow from Admiral Cockburn's pillaging naval parties, and is now known only for its manufactories of fire-bricks. The train now traverses high embankments, from which the Chesapeake Bay is seen on the l., and passes the iron-works at *Principio*, on the Principio Creek, which was explored by Capt. John Smith in 1608. *Perryville* is the S. E. terminus of a branch

railroad to Port Deposit (see page 385). The road here reaches the broad and stately Susquehanna River, which was formerly crossed by the trains on great ferry-boats (until 1867). The bridge over which the line now passes is a substantial and lofty structure, $\frac{7}{8}$ M. long, and costing $1,250,000. Fine views of the river and its bordering hills are gained on either side, with the Chesapeake Bay on the l. On the S. side of the Susquehanna is *Havre de Grace*, a thriving town of about 2,400 inhabitants, situated on ground sloping up from the water's edge. The vicinity of this place is noted for the wild fowl which are found late in the year. The town was laid out during the Revolutionary era, and was named Havre de Grace by some Franco-American officers who passed hitherward on their way to the southern campaigns, and saw a topographical resemblance between the new town and the city of Havre, in France. *Aberdeen* is a characteristic Maryland hamlet in the old parish of Hall's Cross Roads, with stages running 6 M. N. W. to Churchville. About 3 M. beyond, the train passes (on the r., $\frac{1}{2}$ M. distant) the *Spesutia Church*, a handsome Norman edifice occupying the site of the similarly named church which was built here in 1670. The name "*Spes-Utie*" (hope of Utie) was given in honor of the Utie family, so powerful and active in the early colonial days; and the church accommodates one of the oldest Episcopal parishes in Maryland. The train now passes Perrymansville, and soon crosses the great bridge over *Bush River* (3,189 ft. long), and then, beyond Edgewood and Magnolia, the *Gunpowder River* is crossed on a bridge 5,238 ft. long. To the S. E., near the mouths of these broad estuaries, are the most famous sporting-grounds of the Chesapeake Bay, where immense flocks of aquatic birds feed along the shallows and flats. The pursuit of canvas-back ducks forms an arduous but profitable and exciting sport, and several of the shooting-grounds on the most frequented islands are preserved and carefully guarded by their owners. *Abbey Island*, at the mouth of Bush River, is famous for its annual visitations of large water-fowl; and *Carroll's Island*, at the mouth of the Gunpowder River, is similarly favored. The low-lying points and marshes in the vicinity form fine shooting-grounds, where geese and swans are found; and *Maxwell's Point*, 3 M. from the Gunpowder Bridge, has good accommodations for sportsmen. The level shores near Harewood and Stemmer's Run are also visited for this purpose.

Stemmer's Run is near the head of the Middle River, and the train soon crosses the *Back River* on a wooden bridge 760 ft. long, with the Bay in sight on the l. The train runs S. W. 7 M., entering the manufacturing suburb of Canton, and passing in sight of the harbor of Baltimore and Fort McHenry (on the l.).

Baltimore, see page 394.

63. Wilmington to Lewes and Crisfield.—The State of Delaware.

By the Delaware Division of the Phila., Wilmington & Balt. R. R. and its connecting lines. Wilmington to Lewes in 5½ hrs.; to Crisfield in 7½ hrs.

Stations.—Wilmington; Newcastle, 6 M.; Bear, 12; Kirkwood, 16; Mt. Pleasant, 21; Middletown, 25; Townsend, 29; Blackbird, 31; Green Spring, 34; Clayton, 37 (Smyrna); Brenford, 40; Moorton, 42; Dover, 48; Wyoming, 51; Woodside, 54; Canterbury, 56; Felton, 58; Harrington, 64 (Lewes, 104); Farmington, 68; Greenwood, 72; Bridgeville, 76; Seaford, 84; Laurel, 90; Delmar, 97; Williams' Siding, 100; Salisbury, 103; Forktown, 107; Eden, 110; Princess Anne, 116; Westover, 121; Kingston, 125; Marion, 129; Crisfield, 135.

Wilmington.

Hotels.—*Clayton House, an elegant new building at the corner of Market and 5th Sts. ($3 a day); United States Hotel; and several smaller houses.

Amusements at the new theatre-hall in the Masonic Temple. *Reading-Room* at the Wilmington Institute, corner of Market and 8th Sts. (open from 8 A. M. until 10 P. M.). *Post-Office*, corner of King and 6th Sts.

Horse-Cars on French, Front, Market, and 10th Sts. and Delaware Ave.; and from the R. R. station to the centre of the city, and to Rising Sun and Christiana Hundred. *Stages* run from Grubb's Hotel to Newcastle 5 times daily; also to Avondale semi-weekly.

Railroads.—The Phila., Wil. & Balt., on Water St., near French (to Phila., 28 M.; to Balt., 70 M.); the Wil. & Western, at the S. side of the Market St. Bridge (to Landenberg, 20 M.); the Wil. & Reading, corner of Front and Madison Sts. (to Reading, 70 M.). *Steamers* run to Phila. daily.

WILMINGTON, the chief city of the State of Delaware, is situated between the Brandywine and Christiana Creeks, near their confluence, and 2 M. from the Delaware River. It has 40,000 inhabitants, with 43 churches and several academies, and is evenly laid out in rectangular squares. The manufacturing interests are of great extent and value, foremost of which are the ship-yards, where many steam-vessels are made, ranging in size from the swift little tug-boat to the stately ocean-steamship. The Harlan & Hollingsworth Co. builds 7–8 large ships yearly, besides river-boats and steam-tugs. Several U. S. frigates were made here during the Secession War, and the yard now turns out iron steamships for the West India and Southern coast-lines. The flour-mills on the Brandywine grind over 1,000,000 bushels of wheat yearly; 3–4,000 carriages are made by 300 men; and the Dupont Powder-Mills, 3 M. to the N. W., are among the largest in the country. There are also car and car-wheel works, cotton and woollen mills, shoe and leather factories, and other branches of mechanical industry.

Market St. is the main thoroughfare; and the markets are at the intersection of 4th St., while the quaint old City Hall is near 6th St. *Grace Church* (corner of 9th and West Sts.) is a stately Gothic building of green serpentine-stone from Chadd's Ford, and is one of the finest Methodist churches in the Republic. Near this point is the massive little Swedenborgian Church, situated on the broad and pleasant Delaware Avenue, which crosses the ridge (112 ft. high) back of the city, and overlooking

the broad Delaware River. *St. Andrew's* (8th and Shipley Sts.) is a plain structure which is the seat of the Episcopal bishop of this diocese. The *Wilmington Institute* is at the corner of 8th and Market Sts., and has a good library, — small, but accessible. On 6th St., corner of French St., is the Wesleyan Female College, which is under the care of the Methodist Church. The **Old Swedes Church** is near the Brandywine River, and is a remarkably quaint structure, surrounded by a venerable graveyard. It was founded in 1698. William Penn contributed to the building-fund; Queen Anne sent a Bible; and the miners of Sweden presented a silver chalice and service of plate. Among the ancient tombstones is one which covers the grave of Petrus Tranberg, rector of the parish from 1742 to 1748. He was succeeded by Acrelius, the Swedish historian; and Girelius was the last of the Swedish rectors. It is claimed (with reason) that Peter Minuit, the founder of the city, and Reorus Torkillus, its first minister, are buried here. The old church, deserted and decaying for years, was taken by the Trinity parish, and is now kept in good order.

The **Brandywine Springs** are near Wilmington, and are a favorite summer resort for Delaware families. The waters are chalybeate in character, and are mildly tonic in effect. A large new hotel has recently been opened at these Springs, situated on high land and surrounded by ornamental grounds. The scenery of the lower Brandywine valley is very attractive in its quiet rural beauty, and is accessible by well-built highways.

Newcastle (*Jefferson House*, facing the bay; *Butler House*), the capital of Newcastle County, is 6 M. S. of Wilmington, on the Delaware River, and has about 2,000 inhabitants, 4 churches, and the plain county-buildings. It has large iron-works and some commerce, and is latterly making considerable progress. *Fort Delaware* is seen, 4 M. to the S.

In the year 1632 King Gustavus Adolphus of Sweden and Chancellor Oxenstiern acquired Delaware by negotiation with Holland; and while the Swedish army lay at Nuremberg, sagacious plans were made for the settlement of a new province. But the king was soon afterwards killed at the battle of Lutzen, leaving the great scheme of a free Protestant colony in America ("the jewel of his kingdom") to be carried out by Oxenstiern. In 1638 Peter Minuit sailed from Gottenburg in the ships *Key of Kalmar* and *Bird Grip*, and founded a colony on the present site of Wilmington, having bought the land from the sachem Mattahoon with a copper kettle. He built a 5-gun fort, which was named Fort Christina, in honor of the Queen of Sweden. Fresh Scandinavian swarms soon entered the Delaware, and the rapid growth of New Sweden began to alarm the Dutch at New York. Both parties fortified their settlements along the bay and river, and the men of New Haven were expelled from the E. shore and sent home. A Boston ship which was ascending the Delaware in search of "the great lake Lyuconia" was fired upon by the Swedish batteries, and was forced to pay for the shot which had been thrown at her and to leave the river. Lt.-Col. Printz succeeded Minuit as governor, and built Fort Elsinburg at Varkenkil (Salem, N. J.), where the doughty governor, who "weighed 400 pounds, and drank 3 drinks at every meal," ruled in state until the fort was attacked by an enemy more terrible than the Yankees or the Dutch. The 8 guns of the fort availed nothing against the myriads of the assailants; and the garrison abandoned the place, giving it the significant

name of *Mosquitoesberg*. In 1651 Gov. Stuyvesant of New York built Fort Casimir at Newcastle, to check the Swedish power; but it was captured 3 years later, and was named Fort Trinity, because the attack was made on Trinity Sunday. The region adjacent was called New Amstel, and was placed under the patronage of the city of Amsterdam, whence came many immigrants. In 1655 Gov. Stuyvesant entered the Delaware with 7 ships from New York, and captured Fort Trinity after a short siege. He brought his armed vessels up the creek, and established 5 land-batteries around Fort Christina. The Dutch parallels were advancing, the ammunition of the fort ran low, and Gov. Rising was forced to surrender, stipulating that the Swedish troops "should march out of the fort with beating of drums, fifes, and colors flying, firing matches, balls in their mouths, and with their arms." So fell the Swedish power in Delaware, and in 1664 Fort Christina (which had been named Altona by the Dutch conquerors) was taken by the English. In 1739 King George II. chartered it as "the Borough of Wilmington"; and in 1777, after Washington's head-quarters had been removed to the N., the British army occupied the place. It was made a city in 1832, since which (and especially during the past 20 years) Wilmington has become wealthy and prominent as a manufacturing centre.

The **Delaware R. R.** runs S. from Wilmington to Newcastle, whence it turns to the S. W., leaving the Delaware River, and gaining the interior plains. *Bear* station is 1 M. N. of Red Lion village and its celebrated camp-grounds. *Kirkwood* station is 3 M. from the hamlet of St. George (St. George's Hotel), and the train thence passes S., and crosses the Chesapeake & Delaware Canal. From near Kirkwood the Penn. & Del. R. R. runs 5 M. S. E. to *Delaware City*, a maritime village at the outlet of the canal, and opposite the island where stands **Fort Delaware**, a powerful work mounting 155 guns, and which has cost $1,750,000. In 1873 a new barbette battery was commenced opposite Fort Delaware, designed for 6 mortars and 21 15-inch cannon. The train now runs S. across St. George's Hundred, by Mt. Pleasant, to *Middletown* (Middletown House; National), a pretty village (4 M. W. of Odessa) whence great quantities of peaches are shipped. From *Townsend* the Kent Co. and Queen Anne's & Kent R. Rs. run S. W. into the Eastern Shore of Maryland, forking at Masseys, and reaching *Chestertown* and *Rock-Hall* (31 and 36 M. from Townsend), and *Centreville*, the capital of Queen Anne's County (36 M.). Chestertown is the seat of Washington College, which was founded in 1785 and has about 80 students. The Delaware R. R. next crosses Appoquinimink Hundred, and reaches *Clayton*, whence a short branch runs to **Smyrna** (*Delaware House; Smyrna Hotel*), a thriving hamlet of over 2,000 inhabitants, with 5 churches and a library. It is the second town in the State, and annually ships great quantities of peaches and grain. The Maryland & Delaware R. R. runs from Clayton 44 M. S. W., across level plains, well settled and prolific, to *Easton* (Brick Hotel), the capital of the Maryland county of Talbot, near the remote and bay-environed peninsula of St. Michael's. 8–10 M. N. E. of Smyrna is *Bombay Hook* (Logan's Hotel, visited by sportsmen), N. of which is *Collins' Beach* (Hygenia House), a quiet summer resort on Delaware Bay (reached by tri-weekly steamers from Arch St. Wharf, Phila.). The train

runs S. E. from Clayton to **Dover** (*Capitol House*), the capital of the State of Delaware, a village of 2,231 inhabitants, 8 M. from Delaware Bay. On the Public Square at the centre are the county buildings, the hotel, bank, *Delawarian* office, and the neat and commodious State House. 8 M. S. E. of Dover is the *Kitt's Hummock House*, on the Delaware Bay. Wyoming station is 1 M. from the farming centre of *Camden* (National Hotel); and the line now traverses a rich fruit-growing district to *Felton* (Fountain House), whence a highway leads E., by Frederica, to the summer resort of *Bower's Beach* (2 hotels).

The *Junction & Breakwater R. R.* runs 40 M. S. E. to Lewes. *Stations.* — Harrington; Houston, 4; Milford, 9; Lincoln, 12; Ellendale, 17; Robbins, 19; Georgetown, 25; Gravelly Hill, 29; Cool Spring, 33; Rehoboth, 36; Lewes, 40. The train traverses the broad and fruitful plains of Sussex County, to *Milford* (Milford House), a neat village on Mispillion Creek, beyond which it crosses the Cedar Creek Hundred, near the sportsmen's resorts at Thorn Point and Doctor's Island. *Georgetown* (Union House; Eagle House) is a pretty hamlet, with the Sussex County buildings fronting on a central circular park. The train runs N. E. to **Lewes** (*Atlantic House; United States*), a maritime hamlet fronting on Lewes Creek and the Delaware Bay, near the immense and costly national breakwaters, where 18–20,000 vessels are sheltered annually. 4–5 M. N. E. of Lewes is **Cape Henlopen,** one of the great Capes of Delaware, with its tall lighthouse and first-class light. A few M. S. of Lewes is *Rehoboth Beach*, a seaside resort for the Delawarians, with several small hotels and cottages. Terrapins, rock-fish, perch, and eels abound in this vicinity; and near the Breakwater large quantities of black-fish and flounders are caught. It is claimed that Cape Henlopen has advanced 1 M. in 100 years, and the lighthouse which was built during the colonial era is now 1½ M. inland from the new lighthouse. The population of Lewes is of the nautical element, and the village is the head-quarters of the Delaware Bay pilots.

In 1631 the Swedish officer De Vries came to Lewes with a colony of Scandinavians on 2 ships. They planted the banner of Sweden on the lonely shores, and erected *Fort Oplandt*, in the Swanendale ("Valley of Swans"). But they were soon at feud with the Indians, because the latter carried off the metallic shield which bore the arms of Sweden to make smoking-pipes from. Before many weeks the savages surprised the Europeans and totally exterminated the colony.

The Delaware R. R. runs S. from Harrington across Mispillion Hundred by the fruit-raising hamlets of Greenwood and *Bridgeville* (Paris Hotel), a centre of the peach and berry trade, and reaches **Seaford** (*Union Hotel*), a large village on the Nanticoke River, whence considerable coasting-trade is carried on, partly by means of small steamers. The canning of oysters is a profitable industry at this point. The *Dorchester & Delaware R. R.* runs 33 M. E. across the Eastern Shore of Maryland, passing Federals-

burg, Williamsburg, and E. Newmarket. The terminus is at *Cambridge* the capital of Dorchester County, with 1,642 inhabitants and a steamboat line to Baltimore. The village is on the estuary at the mouth of the Choptank River, where Northern colonies have lately been established.

The main line runs S. from Seaford to *Laurel* (Planter's House), a rural village on Broad Creek, famous for its exportation of blackberries, sweet potatoes, peaches, and melons, beyond which it reaches Delmar.

The *Eastern Shore R. R.* runs S. W. from Delmar, passing *Salisbury*, a village of 2,064 inhabitants, situated on the Wicomico River. The train now traverses down through Wicomico County, Maryland, by several quiet old hamlets; passing near Princess Anne, the county-seat, and terminating at *Crisfield*, a maritime hamlet of 350 inhabitants, situated near the broad Tangier Sound. Steamers run thence to Norfolk on Monday, Wednesday, and Friday.

The *Wicomico & Pocomoke & Worcester R. Rs.* run 37 M. E. and S. through the populous districts of Worcester County, passing *St. Martin's* and *Berlin*, and terminating at *Snow Hill*, an important shipping-point on the Pocomoke River, 20 M. from the Chesapeake waters. Farther S. are the quaint old towns of the Eastern Shore of Virginia.

64. Baltimore.

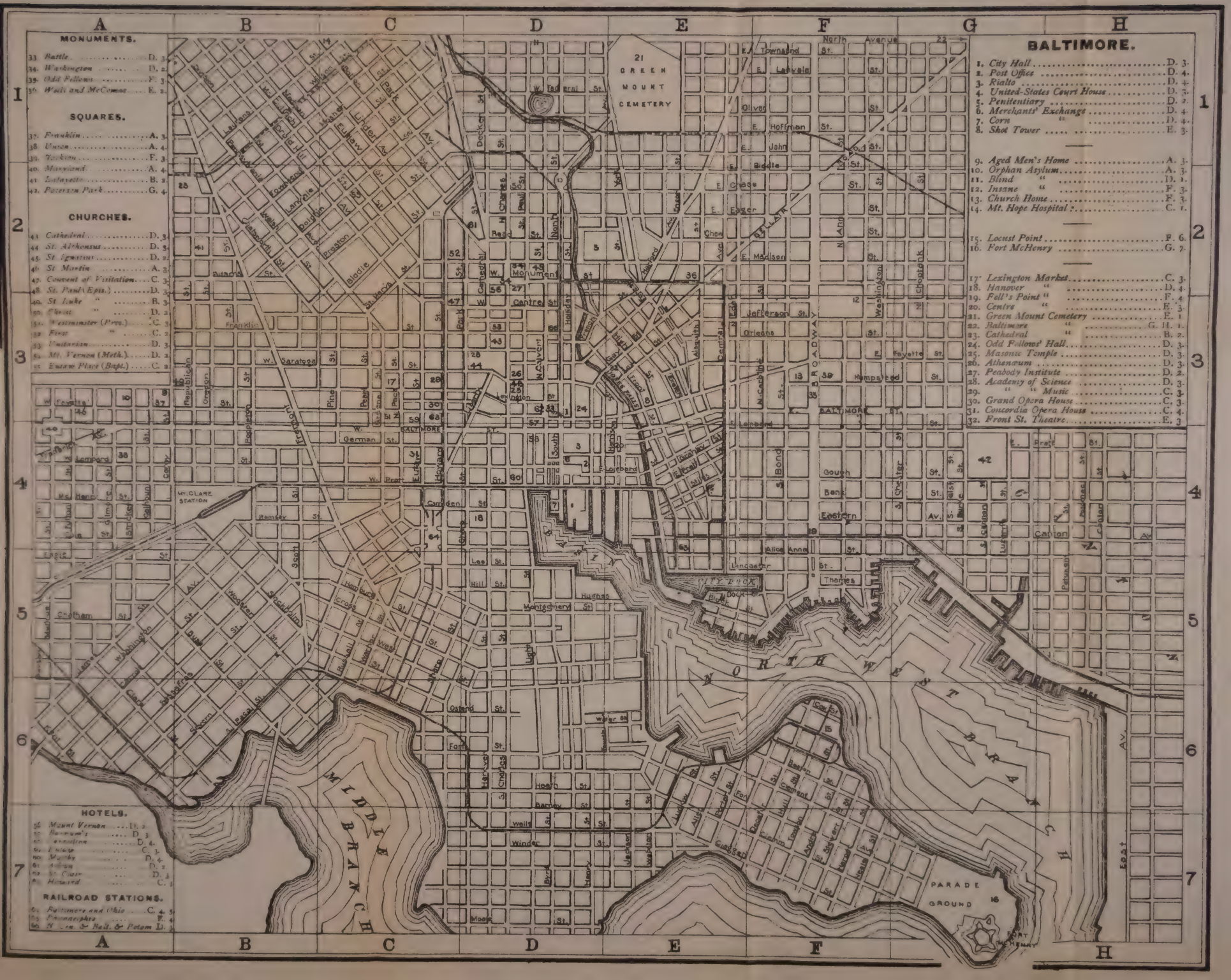
Hotels. — The *Carrollton, corner of Baltimore and Light Sts., is a new and stately first-class hotel ($3–4 a day); *Barnum's City Hotel, corner of Calvert and Fayette Sts. (Monument Square), $4 a day; *Mount Vernon Hotel, Monument St., near Mt. Vernon Place, a small but sumptuous hotel (European plan), whose rates are quite high; *Eutaw House, corner of Baltimore and Eutaw Sts., a well-famed old hotel (conducted by W. W. Leland); St. Clair Hotel, Monument Square, accommodating 300 guests; Guy's Monument House, European plan; Maltby House, 180–184 W. Pratt St., $3 a day. The Albion is on Cathedral St., beyond the Washington Monument, and is a large family hotel; and Gittings' new *hotel garni* is on Charles St. Rennert's is on Fayette St., near Monument Square; the Merchants' Hotel is on Pratt St.; and the Howard House ($2 a day) is on Howard St., near Baltimore. Near the Northern Central R. R. station are the American, Belvidere, and Northern Central Hotels; and the Fountain House is near the Balt. & Ohio R. R. station.

Restaurants. — *Rennert's, near Monument Square, is visited by ladies; Pepper's is at 124 W. Baltimore St; *Butcher's is on Baltimore St., near Calvert, and is principally patronized by ladies; Wilson's, corner of Baltimore and North Sts. There is a restaurant at the Druid Hill Park. Confectionery and ices are obtained at the saloons on Baltimore and Charles Sts. The restaurants of Baltimore furnish (in their seasons) the best of Chesapeake Bay and Norfolk oysters; also the delicious game-birds of the Bay, including the reed-birds and canvas-back ducks.

Baths. — In the principal hotels, with all conveniences. Turkish and electro-chemical baths are given at 54 N. Liberty St. ($1 for Turkish; $2.50 for electro-chemical; open from 8 A. M. to 9 P. M.).

Reading-Rooms. — The *Peabody Institute, corner of Charles and Monument Sts.; the Maryland Institute, on Pratt St.; the Mercantile Library (Saratoga and St. Paul Sts.), open from 10 A. M. to 10 P. M.; the Maryland Historical Society (on introduction from a member), corner of Saratoga and St. Paul Sts.; the Y. M. C. A.

Theatres. — *Ford's Grand Opera-House, an elegant auditorium opened in 1871 and accommodating 2,500 persons (Fayette St., near Eutaw); the new Acad-


MONUMENTS.
33 Battle ..... D. 3
34 Washington ..... D. 2
39 Odd Fellows ..... F. 3
36 Wells and McComas ..... E. 2
SQUARES.
37 Franklin ..... A. 3
38 Union ..... A. 4
39 Hoffman ..... F. 3
40 Maryland ..... A. 4
41 Lafayette ..... B. 3
42 Paterson Park ..... G. 4
CHURCHES.
43 Cathedral ..... D. 3
44 St. Alphonsus ..... D. 3
45 St. Ignatius ..... D. 2
46 St Martin ..... A. 3
47 Convent of Visitation ..... C. 3
48 St. Paul's (Epis.) ..... D. 3
49 St Luke " ..... B. 3
50 Christ " ..... D. 2
51 Westminster (Pres.) ..... C. 3
52 First " ..... C. 2
53 Unitarian ..... D. 3
54 Mt. Vernon (Meth.) ..... D. 2
55 Eutaw Place (Bapt.) ..... C. 2
HOTELS.
56 Mount Vernon ..... D. 2
57 Barnum's ..... D. 3
58 Carrollton ..... D. 4
59 Ludwig ..... C. 3
60 Maltby ..... D. 4
61 Adelon ..... D. 2
62 St. Clair ..... D. 3
63 Howard ..... C. 3
RAILROAD STATIONS.
64 Baltimore and Ohio ..... C. 4. 5
65 Philadelphia ..... E. 4
66 N. Cen. & Balt. & Potom ..... D. 3
BALTIMORE.
1. City Hall ..... D. 3.
2. Post Office ..... D. 4.
3. Rialto ..... D. 4.
4. United-States Court House ..... D. 3.
5. Penitentiary ..... D. 2.
6. Merchants' Exchange ..... D. 4.
7. Corn " ..... D. 4.
8. Shot Tower ..... E. 3.
9. Aged Men's Home ..... A. 3.
10. Orphan Asylum ..... A. 3.
11. Blind " ..... D. 1.
12. Insane " ..... F. 3.
13. Church Home ..... F. 3.
14. Mt. Hope Hospital ..... C. 1.
15. Locust Point ..... F. 6.
16. Fort McHenry ..... G. 7.
17. Lexington Market ..... C. 3.
18. Hanover " ..... D. 4.
19. Fell's Point " ..... F. 4
20. Centre " ..... E. 3.
21. Green Mount Cemetery ..... E. 1
22. Baltimore " ..... G. H. 1.
23. Cathedral " ..... B. 2.
24. Odd Fellows' Hall ..... D. 3.
25. Masonic Temple ..... D. 3.
26. Athenæum ..... D. 3.
27. Peabody Institute ..... D. 2.
28. Academy of Science ..... D. 3.
29. " " Music ..... C. 3.
30. Grand Opera House ..... C. 3.
31. Concordia Opera House ..... C. 4.
32. Front St. Theatre ..... E. 3
21 GREEN MOUNT CEMETERY
North Avenue
BALTIMORE
Mt. CLARE STATION
CITY DOCK
NORTHWEST BRANCH
MIDDLE BRANCH
PARADE GROUND
FORT McHENRY
A
B
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emy of Music, on Howard St.; the Concordia Opera-House (corner of Eutaw and German Sts.), belonging to the German Concordia Society, and usually devoted to the German opera and drama (introduction to the fine billiard-hall, etc., by a member of the society). The Front St. Theatre represents burlesques and spectacular pieces. *Classic music* is given at the Peabody Institute and in the new Masonic Temple, where also the best lecturers may be heard. Miscellaneous entertainments at the New Assembly Rooms, the hall of the Maryland Institute, and other public halls throughout the city. The famous old Holliday Street Theatre was destroyed by fire in 1873, but has been rebuilt.

Amusements. — Horse-racing is carried on, under the auspices of the Maryland Jockey Club, at Pimlico, 2 M. from the N. W. boundary of the city. Match-games of base-ball are frequently played on the grounds of the Baltimore Club, one of the best of the professional clubs.

Art Collections. — The annual exhibitions in the Athenæum draw large crowds. The Peabody Institute Gallery of Art is in process of organization. The sales-galleries of Myers & Hedian and of Butler & Perigo are on Charles St., and have a variety of American and French pictures. The best private gallery in the city (and one of the finest in America) is that of William T. Walter, Esq., at No. 65 Mount Vernon Place.

Horse-Cars. — To Druid Hill Park, by Baltimore and Eutaw Sts. and Madison Ave.; to Waverly and Peabody Heights, by Charles and Calvert Sts.; to the Baltimore Cemetery and Clifton Park, by Gay St. and the Bellair Road; to Powhatan, from the W. end of Baltimore St.; to Hall's Springs, by the Harford Road; to Federal Hill, Locust Point, and Fort McHenry, from the corner of Hanover and Baltimore Sts.; to Fell's Point and Canton, by Baltimore St., Broadway, and Alice Anna St.; from the President St. station, on Baltimore and Green Sts. and Pennsylvania Ave., to the city limits; to Greenmount Cemetery, Waverly, Govanstown, and Towsontown, by the York Road; to Franklin Square and the city limits, by Fayette, Republican, Townsend, and Gilmor Sts.; to Patterson Park, by Lombard and Pratt Sts. Passengers can pass from one route to another by means of exchange-tickets.

Carriages. — Public hackney-carriages are entitled to 75c. for carrying a passenger from any railroad station or steamboat to any house or hotel in the city. Each additional passenger pays 25c.; and each trunk or box, 15c. From one point within the city limits to another, 75c.; 2 passengers, $1 (children under 10 years of age, no charge; over 10, half price). By the hour, $1.50, and $1 for each additional hour. Tariffs of fares are placed inside the carriages, and in case of disagreement with the driver, the passenger should apply to a policeman to rectify the trouble.

Stages. — To Bellair, Tues., Thurs., and Sat., at 8 A. M. from Brown's Hotel; to Kingsville, Kellville, and Franklinville, Mon., Wed., Fri., and Sat., at 1 P. M., from the Rising Sun Hotel; to Long Green and Harford Road, daily at 3 P. M., from the Starr Hotel; to Franklin and Powhatan daily at 3.30 P. M., from the Gen. Wayne Hotel; to Pikesville daily, at 3 P. M., from the Hand Tavern.

Railroads. — The Phila., Wilmington & Balt., to Wilmington (70 M.) and Phila. (98 M.); New York, 188 M.; Boston, 422 M.; the Northern Central, to Harrisburg, 85 M.; Elmira, 256 M., and Canandaigua, 325 M.; the Western Maryland, to Hagerstown, 84 M.; the Balt. & Ohio, to Washington, 40 M., and to Cumberland (178 M.) and Wheeling (379 M.); the Baltimore & Potomac, to Washington, 43 M. Passengers who are bound to Washington on the through Pullman trains do not change cars here. The famous railroad tunnels under Baltimore are interesting pieces of engineering. The Balt. & Potomac R. R. traverses 7,520 ft. within the city limits, most of which is in brick-arched tunnels, built in 1870–73, at an expense of $2,300,000. The portions of the line which are not arched over are masked by deep sunken cuts. The Union Tunnel runs from the upper part of the city to the open track which leads to the wharves at Canton. The tunnel portion is 3,400 ft. long, and cost over $1,800,000. It is used chiefly for freighting and commercial purposes, and affords transit to the 5 railroads which terminate at Baltimore.

Steamships. — To Bremen, fortnightly; to Liverpool; to Havana and New Orleans, fortnightly; to Savannah, weekly; to Charlestown, every 5 days; to Wilmington, N. C., weekly; to Richmond, at 4 P. M. daily; to Fortress Monroe and Norfolk, at 4 P. M. daily; to Fredericksburg, Tues. and Fri., at 4 P. M.; to Alexandria and Georgetown, weekly; to Norfolk and Boston, tri-weekly; to New

York (by the canals) daily; to Philadelphia, at 3 P. M. daily (by the Chesapeake & Delaware Canal), fare, $1.50.

Chesapeake Bay Lines. — To Crisfield, Onancock, Newton, Snow Hill, Occahanock, and the Eastern Shore, at 5 P. M. on Tues., Wed., Fri., and Sun. (from South St. wharf); to Benedict and the Patuxent ports, at evening on Wed., Thur., and Sat. (Pier 8); to Havre de Grace and Port Deposit, at 5 P. M. daily; to Annapolis and West River, at 7 A. M. daily (Pier 3); to Easton, Oxford, Cambridge, and Denton, at 9 P. M. Tues., Thur., and Sat. (Pier 3); to Crumpton and the Chester River ports, at 7 A. M. Tues., Thur., and Sat. (Pier 7). *Ferries,* — from W. Falls Ave. to Federal Hill; from Broadway to Locust Point.

The *Bay Line* of steamboats forms one of the main pleasure-routes to the South. The boats leave Baltimore at 4 P. M. (on arrival of passengers who leave New York by the 9 A. M. train), and passes down the Chesapeake Bay, connecting at Portsmouth, Va. (early the next morning), with the Seaboard & Roanoke R. R. for the South-Atlantic States.

BALTIMORE, the metropolis of the State of Maryland, and one of the chief commercial cities of the Republic, is situated on a deep and narrow estuary 2½ M. from the Patapsco River and about 14 M. from Chesapeake Bay. It is favorably located for commerce by reason of its fine harbor and an open connection with the sea either by Chesapeake Bay or by the Chesapeake & Delaware Canal (200 M.). Several railroads from the West converge here, and large shipments of grain are made to Europe. The city is the chief point for working the rich copper-ores of Lake Superior, besides great quantities from Chili and Cuba, and produces nearly 4,000 tons of refined copper yearly. The smelting-works are in the suburb of Canton, and employ 1,000 men. Millions of feet of lumber are received here every year, and are piled near Jones' Falls. The bituminous coal of the Cumberland district and the anthracite of the Susquehanna Valley are brought hither to the amount of nearly 1,000,000 tons annually. There are large iron-works and rolling-mills; nail-factories turning out 100,000 kegs yearly; and 2 locomotive-factories. 50,000 hogsheads of tobacco are received yearly, being provided for in large and dry fire-proof warehouses belonging to the State. 1,000,000 barrels of flour are inspected here yearly, and enormous quantities of grain pass to Europe by this port. The new elevator at Locust Point has 52 bins and a capacity of 1,500,000 bushels, and the docks and railroads in that part of the city greatly facilitate the trans-shipment of coal and grain. 500,000 hides are annually made into leather and sent to the New England States, and shoe-factories are now being successfully established. 300,000 barrels of sugar are refined yearly; 400,000 barrels of whiskey are sold; 40,000 bales of cotton are used in the mills; 1,500,000 pounds of wool are made into cloth; 40,000 tons of Peruvian guano are imported; 25 firms are engaged in packing Chesapeake Bay oysters; thousands of hands are employed in manufacturing clothing; coffee and other West Indian products are imported in immense quantities; pianos are made in great numbers; and over $10,000,000 worth of live stock are sold here. These returns of the trade of Baltimore date from 10 years ago, and are far exceeded by the

present conditions. Many of the fleetest and most beautiful vessels of the American commercial marine are made here, and the reputation of the "Baltimore Clippers" is world-wide. The chief manufactures of the city are on the fine water-powers of Gwynne's and Jones' Falls.

The population of the city was 267,354 in 1870, and is now estimated at over 300,000, with a valuation of $225,000,000. The tonnage of the port is 250,000 tons, and it has a foreign commerce of $20,000,000 a year. There are 20 banks and 9 savings banks, and 5 daily and several weekly newspapers. The city is picturesquely situated on a cluster of hills, and is surrounded by a fertile and diversified country. The municipal limits cover about 12 square M., and are bounded on the N. by North Ave., a fine thoroughfare 100 ft. wide and 4 M. long. The business quarter is between Eutaw St., Baltimore St., Jones' Falls, and the basin, and has many fine mercantile buildings; while the W. part of the city is devoted to pleasant residence-streets.

Baltimore St. is the main thoroughfare of the retail trade, and affords a brilliant spectacle on pleasant afternoons. Here may be seen thousands of the ladies of Baltimore, who are pre-eminent among their American sisters for brilliant and enduring beauty and vivacity. The * **City Hall** is a new edifice on the corner of Lexington and Holliday Sts., and is one of the most imposing municipal buildings in America. It was built between 1867 and 1874, and cost nearly $3,000,000. The architecture is Renaissance and composite, with many graceful Palladian arches; and the building is surmounted by a round tower and dome, 222 ft. high. The walls are 5-7 ft. thick, of Maryland marble, and all the floors are of iron, brick, and cement. There are 200 rooms and 2 inner court yards, and the front is adorned with Corinthian columns. The dimensions of this municipal palace are 225 × 140 ft., and its general effect is to be improved by the removal of the adjacent buildings. The *U. S. Court House* is near the City Hall (corner of North and Fayette Sts.), and is a plain and substantial granite building.

The **Battle Monument** is one of the fine works of memorial art which have won for Baltimore the title of "the Monumental City." It was erected in 1815 to honor the memory of the soldiers who fell in defending the city against the British, in Sept., 1814. It is 52 ft. high, and rests on a base 20 ft. high (in Egyptian architecture). The shaft is in the form of the Roman *fasces*, bound together with fillets whereon are inscribed the names of the fallen soldiers. At the base are bas-reliefs of the battle of North Point and the bombardment of Fort McHenry; and the shaft is surmounted by a colossal female figure representing the city of Baltimore, mural-crowned, and bearing in one hand a rudder (emblematic of her commerce) and in the other a wreath of laurel.

Passing N. from Monument Square and its great hotels, Calvert St.

soon reaches the *Calvert Spring*, around which a small public square is laid out. The monument which was erected here in honor of Gen. Armistead (the defender of Fort McHenry) has fallen into decay. A short distance beyond this point is the **Calvert Station** of the Northern Central R. R., an imposing building 315 ft. long, with 42 columns of granite. St. Ignatius Church and Convent (Jesuit) is at the corner of Calvert and Madison Sts., and is renowned for its brilliant frescos. The **Loyola College** is a Jesuit institution at the corner of Madison and Calvert Sts., with 10 instructors, 141 students, and a library of 25,000 volumes. Madison St. leads E. to the great new castellated building of granite and marble (404 ft. long) which is occupied for the *City Jail*, near which are the dark and frowning walls of the *Penitentiary*.

The **Athenæum** is at the corner of St. Paul and Saratoga Sts., and contains the Mercantile Library and Reading-Rooms (35,000 volumes; open from 10 A. M. until 10 P. M.), the Baltimore Library (15,000 volumes), and the halls of the Maryland Historical Society (2d story). The latter society has a library of 10,000 volumes; a collection of curiosities, among which is Pulaski's faded banner (see page 302); and numerous casts and paintings, among which are portraits of George Peabody, Lord Baltimore, and 18 eminent soldiers and statesmen of Maryland. In the picture-gallery are held exhibitions of American paintings.

The new * **Masonic Temple** is an imposing structure (on Charles St., near Saratoga St.), which was dedicated in 1870, and cost $400,000. The main hall is much used for concerts and lectures. Above the Temple is *St. Paul's Church*, the seat of the Episcopal Bishop of Maryland. It is on the corner of Saratoga and Charles Sts., and overlooks the Old Town. The architecture is Norman, with an interior adorned with memorial tablets, a timber roof, and a fine brass lectern, and resembling the old basilicas. It occupies the site of an older church of the same name and sect, which was founded by the provincial authorities in 1731. To the W. (corner of Saratoga and Park Sts.) is the tall church of *St. Alphonsus*, held by the German Catholics.

The * **Cathedral** is an imposing structure of granite, situated at the corner of Cathedral and Mulberry Sts. It is 166 ft. long and 115 ft. broad in the transepts, and is surmounted by a dome 127 ft. high. The interior contains one of the largest organs in America (600 pipes and 36 stops), and 2 fine paintings, — The Descent from the Cross, presented by Louis XVI. of France (painted by Stubens); and St. Louis burying his Soldiers slain before Tunis, given by Charles X. (painted by Paul Guérin). The massive front is flanked by graceful towers, and is adorned with a bold classic portico upheld by 8 Ionic columns. The building was commenced in 1806 and consecrated in 1821. Under the adjacent mansion of the Primate Archbishop are the crypts in which are buried the past archbishops of this diocese.

The *Academy of Sciences* has recently taken possession of its new building on Mulberry St. (opposite Cathedral St.), and has on exhibition a fine museum of natural sciences. The fauna and flora of Maryland are thoroughly represented, and the mineralogical and ornithological collections represent types from all lands.

Beyond the Cathedral, at the corner of Charles and Franklin Sts., is the classic front of the First Unitarian Church, on whose pediment is a remarkable piece of statuary. This quaint structure is entered by 3 bronze doors. The Convent of the Visitation has a spacious pile of buildings at the corner of Park and Centre Sts. In advancing up Charles St., the Washington Monument is seen on the crest of the hill, with the Peabody Institute on the r. Fronting the monument is the elegant * *Mount Vernon Church* (Methodist), which is built of green serpentine from Delaware, trimmed with yellow Ohio stone, red Connecticut sandstone, and polished Scotch granite.

The * **Washington Monument** is the pride of Baltimore, and is situated on an eminence 100 ft. above tide, at the intersection of Mt. Vernon and Washington Places. From a base 50 ft. square and 20 ft. high, rises a Doric shaft of marble masonry to the height of 176½ ft., which is surmounted by a colossal statue of Washington 16 ft. high. The monument was built between 1815 and 1829, and cost $200,000. The ascent to the base of the statue is effected by 228 steps, leading up on a circular stairway through the dark shell of the shaft (admission fee, 15c.). The * view from the summit is broad and interesting, and includes the densely populated streets of the city, with its spires and squares; the harbor and shipping, with Forts McHenry and Carroll, and the Chesapeake Bay; the dark hills of Anne Arundel; and the villas and parks, asylums and cemeteries, on the suburban heights. The Monument stands at the central point of a cross which is formed by the intersection of Mount Vernon and Washington Places, whose narrow and verdant lawns are flanked by fine mansions.

The * **Peabody Institute** is near the Monument, and is a stately marble building, 145 ft. long. The Institute consists of the departments of literature, music, lectures, and art, and was designed by its munificent founder for the diffusion of knowledge among the masses. The library is free to all comers, and consists of 60,000 volumes, occupying a hall 100 ft. long. The lecture-hall is the finest in the city (except the new Masonic Hall), and is used by the highest class of lecturers (also by concerts of classic music). Cheap instruction is here given in music and singing by professors of skill and eminence. The Gallery of Art is not yet completed; but the lobby of the library contains a statue of Venus, a bust of Pocahontas, and a graceful * statue of Clytie, by *Rinehart*. There is a fine full-length portrait of Mr. Peabody in the upper corridor, near the library.

George Peabody was born at S. Danvers (now called Peabody), Mass., in 1795. He became a grocery clerk at 11; was then engaged in the dry-goods business in Newburyport, New York, and Baltimore, in succession; and in 1843 became a banker in London. His gains were large, and his benefactions princely. Among them were, $10,000 to the Grinnell Arctic expedition, $30,000 to the Newburyport Library; a memorial church at Georgetown, Mass. (to his mother's memory); $200,000 to his native town; $150,000 each to Harvard and Yale Colleges; $1,400,000 for the Institute at Baltimore; $2,000,000 to the Southern Educational Fund; and $2,500,000 to the poor of the city of London. He was offered the honors of knighthood; received from Queen Victoria her portrait set in diamonds; was given the freedom of the city of London; and after his death (1869) his remains were sent to America in funeral state on one of the finest vessels of the British navy.

In this vicinity are several handsome churches. The First Presbyterian (corner of Madison and Park Sts.) is a building of Albert freestone, in lancet Gothic architecture (the spire is to be 286 ft. high). The Emanuel Episcopal Church (corner of Reed and Cathedral Sts.) is a massive structure of gray sandstone, and Grace Church (corner of Monument and Park Sts.) is a brown-stone building with a clere-story. Christ Church is a new and elegant marble temple of the Episcopalians, situated at the corner of St. Paul and Chase Sts.; and still farther out (near the corner of Charles St. and North Ave.) is the costly building of the Maryland Institution for the Instruction of the Blind. Beyond this point Charles St. runs on into the open country, traversing a picturesque region dotted with villas and parks. This road forms a pleasant drive as far as *Lake Roland* (6 M. distant).

The * **Exchange** is a fine building 240 ft. long, with porticos of monolithic Ionic columns of Italian marble. It is on Gay St., between 2d and Lombard Sts., and was built in 1820 (after Latrobe's designs) at a cost of $600,000. The structure is surmounted by a dome 115 ft. high and 53 ft. in diameter, which is brilliantly frescoed and overarches a spacious rotunda. The U. S. Custom House, the Post-Office, and other public institutions are located here. Near this point is *Exchange Place*, where much of the wholesale trade is done; and the financial head-quarters are along South St. and 2d St. Farther S. is the *Basin*, lined with wharves and small vessels; and the *Corn Exchange* has a handsome hall between Pratt St. and the water. The *Rialto Building* is a fine Renaissance structure at the corner of 2d and Holliday Sts; and at the corner of Baltimore and South Sts. is the tall iron building of the *Sun* newspaper. To the E. (corner of Baltimore St. and Harrison) is the **Maryland Institute**, a spacious brick building which dates from 1854, and is devoted to the advancement of the mechanic arts. The lower hall is occupied by the *Centre Market* (fine displays of Maryland produce), and above are the library (20,000 volumes), schools of design, and the great hall, where industrial exhibitions are held in October of each year. The hall accommodates over 5,000 persons, and is historically interesting as the seat of the seceding Southern Democratic Convention of 1860, which nominated Breckinridge for the Presidency of the Republic.

Beyond the Institute Baltimore St. crosses *Jones' Falls*, a small stream which rises about 20 M. distant, and flows down through a picturesque valley. In the rainy season it becomes turbulent and dangerous, and sometimes floods the lower part of the city, causing immense damage and loss of life. Beyond the Falls Baltimore St. leads, by the fine building of the 2d Presbyterian Church, to **Broadway**, a wide and beautiful street which runs S. to the Fell's Point Market and the harbor. The *Eastern Fountain* (a small park around a spring of fresh water) is on this side, and is much visited by the German citizens on summer evenings. Baltimore St. continues on to *Patterson Park*, a pleasant public garden of 70 acres area, containing the remains of old earthworks erected for the defence of the city. The view from this park is broad and pleasant, including the dense lines of houses stretching down the valley of Jones' Falls, the monument-crowned heights beyond, the great copper-works in Canton, and a wide sweep of the Patapsco and the Bay. To the N. is an undulating rural country, on one of whose ridges is seen the **Bay View Asylum**, an imposing building 714 ft. long and 3 stories high, situated in an ornamental park of 48 acres, and overlooking the bay and city. It cost $1,000,000, required 7,000,000 bricks for the construction, and accommodates 800 paupers.

The **Odd Fellows' Monument** is on Broadway, above Wildey St., and consists of an inscribed base, a pedestal carved with emblems of the order, and a fluted Doric column, which supports a statue of Charity protecting orphan children.

This monument is a memorial to Thomas Wildey, the founder of the Independent Order of Odd Fellows in America. April 26, 1819, Mr. Wildey, an obscure English mechanic, formed and instituted at Baltimore the Washington Lodge, No. 1, I. O. O. F., the first lodge in America of that powerful order, which by 1865 numbered 427,000 members, and had raised $27,000,000 for charitable works. Wildey travelled through all parts of the country founding new lodges, and died in 1861, "the lips of the fatherless and widow invoking blessings upon him." April 26, 1865, the city was made brilliant by the processions of an immense host of Odd Fellows, who then met to dedicate the monument, and to renew the fraternal ties which had been broken by the Secession War.

Jackson Square is near the monument, but is yet unimproved. It is on the crest of the ridge, and overlooks the Chesapeake. To the W. is the *Church Home*, a charitable institution under the care of the Episcopal Church. The old Maryland Hospital is on Monument St., E. of Broadway (the site of the new Johns Hopkins Hospital); and the Hebrew Hospital is in the same vicinity.

The *Odd Fellows' Hall* is on Gay St., and is a handsome Gothic building with a square tower, containing a large library. The Church of the Messiah is at the corner of Gay and Fayette Sts.; and at the corner of Fayette and Front Sts. is the *Merchants' Shot Tower*, 246 ft. high and 20–40 ft. in diameter. The masonry contains 1,100,000 bricks, and the

top oscillates through 10 inches during heavy winds. Gay St. runs out by the Bellair Market, and passes (at the intersection of Aisquith and Monument Sts.) the Wells and McComas Monument, a plain memorial in Ashland Square, erected over the remains of the young soldiers who shot Gen. Ross, the British commander (Sept. 12, 1812).

The *Hanover Market* is a spacious building at the corner of Camden and Hanover Sts., beyond which (on Camden St.) is the **Camden Station** of the Baltimore & Ohio R. R., with a front 308 ft. long, adorned with a steeple 185 ft. high. At the corner of Lombard and Greene Sts. are the old buildings of the School of Medicine of the University of Maryland (founded 1807; 8 professors and 170 students). The Medical School of the Washington University has 9 professors and 147 students; and the College of Dental Surgery has 9 professors and 69 students. At the corner of Greene and Fayette Sts. is the Westminster Presbyterian Church, in whose burying-ground is the neglected grave of Edgar Allan Poe (born at Baltimore in 1811, and died here in 1849). This erratic genius passed his short life in reckless misadventure, but achieved an unfading fame for the fantastic beauty and marvellous melody of his poems.

Franklin Square is a pleasant public ground in the W. part of the city, on which fronts a Baptist Church of white marble; and the ornate iron building of Bethany Methodist Church is on the farther angle of the square, near the Gothic buildings of the Homes for Aged Men and Women.

The Madison Ave. horse-cars, on their way to Druid Hill, pass near the tall marble spire of the Eutaw Place Baptist Church (designed by Walter); and at the corner of Druid Hill Ave. and Lanvale St. is the broad and imposing marble church of St. Peter (Episcopal). *St. Luke's* is near Franklin Square, and has the richest stained-glass windows in the city (representing the Messianic history). This society is Ritualistic in its position and ceremonies. The N. W. part of the city and the avenues leading toward Druid Hill are being rapidly occupied by fine residences.

* **Druid Hill Park** is about ½ M. N. of the city limits, and is reached by the Madison Ave. horse-cars. It covers about 680 acres, and has cost over $ 1,500,000. In 1860 the city bought the old Rogers estate (on this site), consisting of 500 acres, and adorned with groves and lawns which were laid out over a century ago. The chief attraction of the park is in its rich forest-scenery and picturesque diversity of surface; and well-graded roads and paths traverse the grounds in all directions. The trees are the grandest and oldest in any American park, and were skilfully arranged by the pre-Revolutionary landscape-gardener, so that the harmonies and contrasts of the colors of the foliage are very pleasing to the eye. Forest glades and dark green vistas alternate with velvety lawns and breezy hills; and the immense trunks of the ancient oak and hickory trees rise like columns through the forests. Certain of the more promi-

nent of these trees have received significant names, as the Sentinels, the King of the Woods, the Seven Oaks, the Twin Beeches, and the Council Grove (a cluster of noble oaks under whose branches the Indians formerly met in council).

The horse-cars run far into the park, and the entrance is through a handsome archway of dressed stone. There is but little artistic or architectural embellishment on the grounds, since such ornament has been considered superfluous in view of the other attractions. Some of the springs which flow freely near the drives have been adorned with marble work, and there are a few pieces of indifferent statuary. Near the centre is the old Rogers mansion, which is 326 ft. above the tide, and commands pleasant views. To the N. is a conical hill whence another and broader prospect is gained, the altitude being 366 ft.; and still another favorite view-point is from the tower near Druid Lake. The city is seen, with its monuments and spires; the Patapsco lies beyond; and the Chesapeake Bay is overlooked as far down as Kent's Island and Annapolis.

The *High Service Reservoir* is in the N. W. part of the park, and covers 9 acres, — furnishing a water-supply to the hills of Baltimore. **Druid Lake** is on the S., and is a natural basin with a water-surface of 55 acres, with 20 – 39 ft. of water, and a capacity of 600,000,000 gallons (217 ft. above tide). The water-supply of the city is drawn from *Lake Roland*, an artificial reservoir 8 M. to the N. W., covering 116 acres, and retained by a stone dam 60 ft. thick and 40 ft. high. An oval brick aqueduct 5 M. long and 6 ft. high leads to the Hampden and Mount Royal Reservoirs.

* **Greenmount Cemetery** is about 2 M. N. of Baltimore St. (by York Road horse-cars), and covers 60 acres. It was founded in 1838, upon the former domain of Robert Oliver, and has cost $250,000. The landscape-gardening and embellishment have been done with much skill, and the grounds are carefully guarded (tickets of admission may be obtained at No. 1 Cortland St.). The entrance is an imposing piece of feudal architecture, 80 ft. long, and surmounted with turrets. Opposite this point is the quaint and striking Gothic chapel, and the Mausoleum is a massive structure in Egyptian architecture. There are some choice pieces of sculpture here, chief among which are Rinehart's fine works, "Immortality" and "The Sleeping Children." The symbolic statues of "Hope" and "Resignation" are also much admired. The grave of Major Ringgold (a veteran of the Mexican War) is fenced in by Mexican gun-barrels. The *McDonogh Monument* is adorned by a portrait-statue (½ larger than life) of John McDonogh, an eccentric gentleman who was born at Baltimore in 1778, and removed to New Orleans in 1800, where he died in 1850. His immense fortune was bequeathed to the cities of New Orleans and Baltimore, and to the American Colonization Society. The monument was erected by the municipality of Baltimore.

The * **Loudon Park Cemetery** is 2½–3 M. from the centre of the city (Franklin Square and Ellicott City cars), and covers 100 acres. The grounds are picturesquely diversified, and from the hills pleasant views of the city and bay are gained. The * Fitzgerald mausoleum is adorned with statues of "The Redeemer" and "The Angel of the Resurrection," and with finely sculptured vases (all by *Rinehart*). The entrance to Loudon Park is through an imposing gateway, which resembles a triumphal arch.

The *Baltimore Cemetery* is a large and well-arranged ground occupying the heights N. E. of the city (reached by Gay St. horse-cars).

Federal Hill is S. of the centre of the city, and is a prominent landmark over the Bay and Basin. The views from the summit are very interesting, including the city and the adjacent waters. After Gen. Butler's night-march and occupation of this hill, it was fortified by Duryea's Zouaves, to guard the city against her foes (whether foreign or domestic). **Fort McHenry** is about 3 M. from the City Hall, on Whetstone Point, and commands the harbor. It is a star-work of the old style (built in 1794), and has a moderate armament. The sentinels will usually admit visitors, and pleasant views of the harbor are afforded from the ramparts. 4 M. below, and commanding the Patapsco, is the artificial island which sustains the costly and powerful **Fort Carroll** (not yet completed), with its heavy artillery. Just above Fort McHenry is *Locust Point*, where are the docks of the European steamers and the immense elevators and freight-depots of the Balt. & Ohio R. R., whence the grain and coal shipments are made. Fort McHenry and Locust Point are reached by the S. Baltimore horse-cars, which run S. from the corner of Baltimore and Hanover Sts.

The *Maryland Hospital for the Insane* occupies an estate of 136 acres 6 M. from the city, near the suburb of Catonsville. Since 1852 the State has appropriated over $ 400,000 to this work, and a massive pile of buildings has been erected on the far-viewing heights. It is 500 ft. long, and accommodates 300 patients, the walls being of heavy granite masonry. The *Sheppard Asylum for the Insane* is 7 M. from the city, near Towsontown, and was endowed by Moses Sheppard, a wealthy Quaker, who left $ 600,000 for the purpose. The *Mount Hope Hospital for the Insane* is 4 M. distant, on the Reisterstown road, and is an immense brick building situated amid ornamental grounds. It cares for 500 patients, and is managed by the Sisters of Charity, who also superintend the Mount Hope Asylum, at the corner of North Ave. and Bolton St. St. Mary's Industrial School for Boys is 2 M. S. W. of the city, and is an immense stone building which accommodates 400 boys. The *Johns Hopkins Hospital* is being raised on the site of the old Maryland Hospital, and will be, perhaps, the finest in America. The endowment is immense, being

stated as over $2,000,000. Mr. Hopkins died in 1874, bequeathing also his estate of Clifton (near the city) and an endowment of $2,000,000 with which to found a University there.

The first settler on the site of Baltimore was David Jones, in 1682; and in 1730 the town was laid out, and was named in honor of Cecilius Calvert, Lord Baltimore, the proprietary of Maryland, — who derived his title from the obscure marine hamlet of Baltimore, on the Irish (Munster) coast. The new settlement was imperilled by the advance of the Western Indians in 1755, and its women and children were put on the vessels in the harbor, ready to flee down the Bay. In 1756 a colony of exiled French families from Acadia settled here and erected the first Catholic chapel. (It is generally supposed that Baltimore is a Catholic city, but such is not the case. It was founded by Episcopalians and Friends, and a considerable majority of the citizens are Protestants or secularists.) In 1768 the county-seat was fixed here; in 1773 the *Maryland Journal and Baltimore Advertiser* was founded; and in 1776 the Continental Congress assembled here. The port was now becoming famous for its exportations of tobacco and grain. In 1776 fortifications were erected; in 1778 Pulaski's Legion was organized here, and Baltimore privateers began to scour the coast; in 1780 the first theatre was opened; in 1782 a stage-line began to run to Philadelphia; in 1797 the town was made a city; and in 1803 Baltimore was made the seat of the Primate of the Roman Catholic Church in the U. S.

The increase of the population of Baltimore has been from 200 in 1752 to 5,934 in 1775; 13,503 in 1790; 26,514 in 1800; 62,738 in 1820; 102,313 in 1840; 217,000 in 1860; 267,354 in 1870; and (estimated) 330,000 in 1876.

At the outbreak of the Secession War, strenuous attempts were made to detach Maryland from the Union, and to cut off Washington from the loyal North by raising Baltimore in revolt. The great majority of the people were patriotic and loyal, but throngs of secessionists came into the city, and made incendiary addresses and riots. April 19, 1861, there arrived at the President St. station 2,000 U. S. soldiers (being part of the national militia called out by the President). The 6th Mass started across the city to take the cars at the Washington station; but the rear cars (containing 4 companies) were cut off and stopped, and the troops were forced to march under the attacks of an immense and infuriated mob. Along Pratt St., between Gay and Calvert Sts., the hostile crowd (numbering probably 10,000 men) made a heavy attack on the little band, upon which the Mass. soldiers turned and fired a scathing volley into their faces. At last the Washington station was reached, after the troops had lost 3 killed and 18 wounded (the mob had 9 killed and many wounded). The 6th then hurried away to Washington, and was the first regiment which arrived at the imperilled capital. The secession mob hurried back to the President St. station, and fell upon a force of 1,000 unarmed soldiers of Penn. The Union citizens of Baltimore were now hurrying to the rescue, and stood shoulder to shoulder with the Pennsylvanians throughout a fight of 2 hours' duration. The secessionists then controlled the city, and burned the bridges leading to the N.; forbade the passage of the national militia; and by ordinance of the Common Council made it an offence to display the American flag in the streets. May 1, the Unionists raised a flag over the Exchange amid unbounded enthusiasm, singing the "Star-Spangled Banner." General Scott planned to crush the small but active Secession party in Baltimore by a campaign of 12,000 men converging on the city from 4 points; but Gen. Butler seized the Relay House (Washington Junction), 9 M. distant; and during the stormy night of May 13 entered Baltimore with the 6th Mass., the 8th N. Y., and the Boston Light Artillery. Pushing through the deserted streets, the troops occupied the summit of Federal Hill, commanding the city with their artillery. Baltimore was soon purged of its demagogues and traitors, and remained thereafter as patriotic as any city of the Union.

The Republican National Convention held its sessions at the Front St. Theatre in 1864, and nominated Abraham Lincoln for the Presidency. When the Confederate army advanced into Maryland in 1863 and 1864, the citizens of Baltimore took up arms and fortified their city against an expected attack of the Southern invaders. In 1865 the restoration of the National authority throughout the sometime insurgent States was celebrated here by grand illuminations and parades.

65. Baltimore to the West.

By the Baltimore & Ohio R. R., one of the main trunk-lines between the Atlantic seaboard and the great States and cities of the interior. Cars run from Baltimore to Columbus, Cincinnati, and St. Louis without change; and but one change is made by passengers between Baltimore and Omaha, Memphis, Mobile, New Orleans, or Denison (Texas). Baltimore to Cumberland, 7¼–8 hrs.; to Parkersburg, 16–17 hrs.; to Cincinnati, 22–24 hrs.; to St. Louis, 37–38 hrs. *Fares.* — Baltimore to Washington, $1.30; to Pittsburgh, $9.50; to Wheeling, $12.50; Columbus, $13.35; Parkersburg, $15.20; Cincinnati, $16; Chicago, $17; St. Louis, $23.

The Baltimore & Ohio R. R. is interesting to the tourist as passing through the debatable ground over which the National and Confederate armies fought during the years of the Secession War. For the first 180 M. of its course there is scarcely a town but what was the scene of battle or skirmish or hostile occupation; and scarcely a bridge but what was destroyed by raiding cavalry or retreating armies. The scenery along the line is of great interest and becomes sublime during the long ascent and passage of the Alleghany Mts. Several large hotels have been established on the road, and are operated by the company, affording facilities for meals to passengers on through trains, which stop at the hotel-stations.

Stations. — Baltimore; Carroll Switch, 2 M.; Camden Junction, 4; Washington Junction, 9; Ellicott City, 15; Elysville, 20; Woodstock, 25; Marriotsville, 27; Sykesville, 32; Mount Airy, 43; Monrovia, 50; Frederick Junction, 58 (Frederick, 62); Point of Rocks, 69 (Metropolitan Branch, to Washington, 112 M. from Baltimore); Berlin, 75; Hagerstown Junction, 79; Sandy Hook, 80; Harper's Ferry, 81; Duffield's, 87; Kearneysville, 92; Vanclievesville, 95; Martinsburg, 100; North Mountain, 107; Sleepy Creek, 117; Hancock, 122; Sir John's Run, 128; Willett's Run, 133; Rockwell's Run, 139; Little Cacapon, 156; Green Spring, 163; Patterson's Creek, 170; Cumberland, 178; Brady's Mill, 185; New Creek, 201; Piedmont, 206; Bloomington, 208; Frankville, 214; Swanton, 220; Altamont, 223; Oakland, 232; Cranberry Summit, 242; Cheat River, 253; Tunnelton, 260; Newburg, 267; Thornton, 274; Grafton, 280; Texas, 294; Fairmont, 302; Farmington, 312; Mannington, 319; Burton, 330; Littleton, 337; Bellton, 344; Cameron, 351; Rosely's Rock, 362; Benwood, 375; Wheeling, 379; Zanesville, 454; Columbus, 513; Indianapolis, 701; Chicago, 827.

Parkersburg Division. Grafton, 280; Webster, 284; Flemington, 290; Bridgeport, 297; Clarksburg, 302; Wilsonburg, 306; Salem, 316; Long Run, 321; Smithton, 326; Central, 332; Pennsboro', 342; Ellenboro', 347; Cornwallis, 352; Laurel Fork Junction, 364; Walker's, 369; Kanawha, 374; Claysville, 377; Parkersburg, 384. Cincinnati, 589; Louisville, 699; St. Louis, 929.

Crossing the stream called Gwynne's Falls by the Carrollton Viaduct, the line traverses the old Winans estate (celebrated for its great peach-orchards), runs through the costly Deep-Cut, and follows the course of Robert's Run. To the l., on the highway to Washington, is the oldest American telegraph, which was constructed in 1844 with a National appropriation of $40,000. The first message was sent by a lady, and consisted of the words, "What hath God wrought." **Washington Junction** is the point at which the Washington Branch (Route 66) diverges from the main line of the Balt. & Ohio R. R., and is seen sweeping away to the l. over the grand arches of the Washington Viaduct. The * *Viaduct Hotel* is owned by the railroad, and charges $2.50 a day for board (meals, 75c. each). The train now turns sharply to the N. W. up the rugged ravine through which the Patapsco flows; passes the Avalon Iron-Works, and crosses the river near Ilchester Mills, the seat of the Catholic college of Mount St. Clement. **Ellicott City** (1,722 inhabitants), the capital of

Howard County, is devoted to manufactures, and is situated amid picturesque glen scenery. The water-power is furnished by the Patapsco, and is sometimes in excess of the demand (as in July, 1868, when the greater part of the place was destroyed and 50 lives were lost by a sudden flood). The Baltimore & Ohio R. R. was completed from Baltimore to this point in August, 1830. Near Ellicott City are the Rock Hill College and the St. Charles College, schools of the Roman Catholic Church, with the aggregate number of 33 instructors and 347 students. The train crosses the old Frederick road on the arches of the Oliver Viaduct, and runs between the cliffs and the detached granite mass called the *Tarpeian Rock.* Running to the N. on the r. bank, the river is crossed and recrossed by massive viaducts, and beyond the factories of Elysville and the lime-pits of Marriottsville, the line ascends Parr's Ridge, from whose summit (Mt. Airy) the Frederick Valley is overlooked, bounded by the blue Catoctin Mts. Near Mt. Airy station the train crosses the old *National Road,* a highway which was founded by Thomas Jefferson, and extended from Baltimore to Frederick, Cumberland, Wheeling, Zanesville, and Columbus. The train now descends along Bush Creek, and crosses the Monocacy River on a long iron bridge. Near this point a National army under Gen. Lew. Wallace was defeated by superior Confederate forces, and driven back on Baltimore, after making a bold stand at the crossing of the Monocacy.

A branch line runs N. W. from Monocacy to Frederick in 3 M., connecting there with a line running N. E. into Pennsylvania (to Hanover, Gettysburg, and York). **Frederick** (*City Hotel; U. S. Hotel*) is a pleasant Maryland city with 8,256 inhabitants, 11 churches, 3 banks, and 2 newspapers. It is the capital of Frederick County, and is 2 M. from the Monocacy River. The houses are well built, and the streets are broad and cross each other at right angles. The city was several times occupied by the Southern armies, and an incident of one of these invasions inspired Whittier's fine lyric of "Barbara Frietchie."

Beyond the Monocacy River the train crosses the broad and fertile limestone plains of the Monocacy Valley for 11 M., with the Catoctin Mts. rising on the r. It reaches the Potomac River at the *Point of Rocks,* where the river cuts through the mts., leaving a high cliff on either side. At this point the Confederate army crossed between Sept. 4 and 7, 1863, and began the first invasion of Maryland. The *Metropolitan Branch R. R.* runs 43 M. S. E. from Point of Rocks to Washington, crossing the unfruitful Montgomery County. The Wheeling train now traverses a tunnel ⅓ M. long, and passes Berlin and Hagerstown Junction, whence the Washington County Division R. R. runs 24 M. N. to **Hagerstown** (see page 377). From *Keedysville,* on this branch, the traveller can visit the National cemetery and the battle-field of Antietam.

The line now traverses the great pass through which the Potomac River flows rapidly over a rocky bed, diversified by many islets. On the l. is the Chesapeake & Ohio Canal, on which the bituminous coal of Cumberland is carried to tide-water at Georgetown. The track runs under the cliffs of *Elk Mt.*, which was scaled by Jackson's Confederates in Sept., 1863, and then passes close under Maryland Heights. On the l. and in advance are seen the Loudon Heights and the mouth of the broad, shallow, and arrowy Shenandoah River. Crossing the Potomac on a high bridge 900 ft. long, the train stops at **Harper's Ferry.** This village is built around the base of the Bolivar Heights, on the angle at the confluence of the Potomac and Shenandoah Rivers, and has 1,212 inhabitants and 4 churches. The scenery in this vicinity is in the highest degree picturesque. Bolivar Heights (over the village), Loudon Heights (across the Shenandoah), and Maryland Heights (on the Maryland shore), were occupied by forts and field-works during the Secession War. These battle-mounds still remain, and mark the scene of severe fighting The great National armory which was formerly in operation here has been replaced by a new one at Rock Island, Ill.; and the decadent village now enjoys but slight local distinction.

"The passage of the Potomac through the Blue Ridge is, perhaps, one of the most stupendous scenes in nature. You stand on a very high point of land. On your r. comes up the Shenandoah, having ranged along the foot of a mt. 100 M. to seek a vent; on your l. approaches the Potomac, in quest of a passage also. In the moment of their junction they rush together against the mt., rend it asunder, and pass off to the sea. . . . . But the distant finishing which nature has given to the picture is of a very different character. It is a true contrast to the foreground. It is as placid and delightful as that is wild and tremendous; for the mt. being cloven asunder, she presents to your eye through the clefts a small catch of smooth blue horizon, at an infinite distance in the plain-country, inviting you, as it were, from the riot and tumult warring around to pass through the breach and participate in the calm below. . . . . This scene is worth a journey across the Atlantic; yet here, as in the neighborhood of the Natural Bridge, are people who have passed their lives within a dozen miles, and have never been to survey these monuments of a war between rivers and mts., which must have shaken the earth itself to its centre." (THOMAS JEFFERSON.)

The U. S. Arsenal at Harper's Ferry was captured by John Brown and 20 abolitionists Oct. 16, 1859, and the engine-house was made their citadel. After a short siege, the insurgents were overpowered by the Va. militia and U. S. marines (see page 145). The arsenal was fitted for making 10,000 muskets a year, and on April 18, 1861, it was guarded by Lieut. Jones and 40 U. S. soldiers (with 15,000 muskets in the armory). When the Southern States began to rise against the Union, the Va. militia advanced to seize this armory; but the vigilant pickets of the garrison reported their approach, and the great national buildings were speedily

destroyed by fire and gunpowder. Jones then evacuated the post, and within a month it was occupied by over 8,000 insurgents. Thenceforth throughout the Civil War Harper's Ferry was the scene of battles and cannonades, and was alternately occupied by the national and insurgent armies.

In Sept., 1863, while McClellan and Lee were fighting among the mountain-passes to the N., Harper's Ferry was held by 12,000 national troops, under Col. Miles. That officer abandoned the strong positions about the town, after slight attacks from Jackson's division, and allowed 2,000 of his cavalry to flee to the N. The Confederates acted with great energy, and soon opened a plunging fire from the lofty Maryland Heights upon the U. S. troops massed in the town. Although a line of retreat was open, and McClellan's relieving army was close at hand, Col. Miles speedily surrendered the post, with 11,583 soldiers and 73 pieces of artillery. Miles's treason met with speedy punishment, for he was killed by a cannon-ball after the white flag had been displayed.

The *Battle of South Mountain* was fought about 5 M. from Harper's Ferry, at the pass in the South Mt. called *Turner's Gap*. The position was held by Gen. Hill with 5,000 Confederates, and was attacked (Sept. 14, 1862) by the centre and right wing of the Army of the Potomac. Longstreet was hurried to the relief, and at 2 P. M. there were 30,000 rebel troops on the crests and in the pass. At 4 o'clock the fighting was terrible, and the national forces stormed the hostile positions on the cliffs and rugged ridges with rare heroism. At sunset the Union commander, Gen. Reno, was killed at the head of his columns, and at 10 P. M. the contest ceased. During the night the enemy retired, having inflicted a loss on the National forces of 312 killed and 1,234 wounded. The action took place where the old National Road crosses the South Mt., in a pass 400 ft. deep. The Confederate loss was not reported, but they left 1,500 prisoners.

The **Battle of Antietam** occurred Sept. 16–17, 1862, near the village of Sharpsburg. After the Battle of South Mt. and the surrender of Harper's Ferry, the Confederate army was concentrated near Sharpsburg, to meet the slow but ponderous advance of the Army of the Potomac. The front was covered by Antietam Creek, which was commanded by formidable heights. In the first day's battle Hooker's corps carried the Williamsport bridge, and drove back Hood's Texans after a severe conflict. At dawn on the 17th, while the National batteries on the E. bank of the Antietam enfiladed the hostile lines, Hooker led 18,000 troops to assault the Confederate positions. All day long the National right and centre pressed against the Confederate positions, and the ebb and flow of sanguinary contest surged about the old Dunker Church N. of Sharpsburg. Gens. Mansfield and Richardson were mortally wounded; Gens. Hartsuff, Sedgwick, Crawford, Dana, and Meagher were wounded; and several brigades were nearly exterminated (Duryea's brigade emerged from the fight with but 20 men, bearing 4 stands of colors). At nightfall the Nationals held the field and the positions of the Confederate left wing and centre. On the National left a terrible engagement was fought at the *Burnside Bridge*. The troops were ordered to storm this position and carry the heights beyond, though the approaches were enfiladed by Confederate batteries and riflemen. Again and again Gen. Burnside was repulsed, but at 1 P. M. a forlorn hope of 2 regiments swept across the bridge, scattered the hostile brigades on the farther shore, and opened the way for the left wing to advance to the Sharpsburg heights. Darkness now settled on the scene, and the National lines held the field after a battle in which "nearly 200,000 men and 500 pieces of artillery were for 14 hours engaged." Their loss had been 2,010 killed, and 10,450 wounded; the enormous Confederate losses were never reported. The exhausted armies held their respective positions during the next day without fighting; and during the night of the 18th the Confederates recrossed the Potomac and retreated hastily down the Valley of Virginia, having lost, during the fortnight's invasion of Maryland, 30,000 men, 13 cannon, and 39 battle-flags.

The Antietam battle-field is now honored by a National Cemetery, in which are buried the thousands of brave soldiers who fell here. A stately and impressive monument has been erected in the cemetery to commemorate the victory. The field is reached either by a long carriage-ride from Frederick (traversing an attractive country); from Keedysville station, on the Hagerstown Branch; or from Kearneysville, on the main line of the Balt. & Ohio R. R. (crossing the Potomac and passing through Sharpsburg). The new monument has been surmounted by the largest statue in the country (21½ ft. high), representing an American soldier.

The **Shenandoah Valley** runs S. W. from Harper's Ferry, and is famous for its rare fertility and picturesque beauty. In later years it has acquired a mournful interest as a battle-ground and land of camps during four years of civil war. The Winchester, Potomac & Strasburg R. R. runs from Harper's Ferry up the Valley of Virginia to Harrisonburg (100 M.), passing **Charlestown,** which is 8 M. from Harper's Ferry, and is 2½ M. N. W. of Washington's Masonic Cave; 2 M. N. E. of the ancient ruins of Trinity (Norborne) Church; and 5 M. from the Shannondale Springs. **Winchester** is the next important station (32 M. from Harper's Ferry), and is the metropolis of the Valley. It was Washington's head-quarters in 1756, and is the burial-place of Lord Fairfax and of Gen. Morgan, commander of the Virginia riflemen in the Revolution. Several sanguinary battles occurred in this vicinity during the Secession War. The famous *Rock-Enon* (*Capper*) *Springs* are 13 M. from Winchester, on the Great North Mt. (Wormley's Hotel). From *Strasburg* a railroad runs E. to Washington in 89 M., passing the beautiful mt. hamlet of **Front Royal,** near Manassas Gap, and the scene of desperate fighting during the Secession War. **Harrisonburg** is in the lower part of the Valley of Virginia, and is the capital of the rich agricultural county of Rockingham.

The Balt. & Ohio train runs N. W. from Harper's Ferry, leaving the Potomac beyond the rock-tunnel, and ascending the valley of Elk Branch. Beyond *Kearneysville* it crosses the Opequan Creek, and enters the valley of the Tuscarora, which is followed to **Martinsburg** (*McSherry House*). This is the capital of Berkeley County, and is a pleasant town of 4,863 inhabitants, with 8 churches, and large machine-shops of the railroad. It is on a high and fertile plateau W. of the Blue Ridge, and has favorable opportunities for manufacturing, by reason of the water-power of the Tuscarora Creek. It was occupied by the Confederate troops early in 1861, and was the scene of severe fighting. Milroy's U. S. army was disastrously defeated in this vicinity; and other national forces were repulsed and expelled from the place by Confederate armies from the Valley of Virginia. In June, 1861, the Southern troops destroyed, near this town, 87 locomotives and 400 cars belonging to the Balt. & Ohio R. R.

The *Cumberland Valley R. R.* runs N. E. from Martinsburg to Harrisburgh, Penn., in 94 M. (see Route 58, page 373).

Beyond Martinsburg the train runs N. over the North Mt., leaving the Valley of Virginia and traversing a dreary upland, beyond which it descends to the Potomac River, with fine views in front. On the opposite shore of the river are the ruins of *Fort Frederick,* a quadrangular stone work which was built by Virginia in 1755–56 (at an expense of $30,000), as one of the 6 frontier forts. The British troops captured at Yorktown in 1780 were located here, in camps guarded by Continental soldiers. At

the station of *Sir John's Run*, stages are in waiting to carry passengers to the **Berkeley Springs** (**Berkeley Springs House*), a famous old summer resort of the Virginians. The springs are 2½ M. S. of the railroad, and are 4 in number, flowing from the forest-covered sides of the *Warm Springs Ridge*. They flow 1,200 gallons a minute, and are chiefly used for bathing, the temperature being 74°. The *Gentlemen's Spring* is provided with a pavilion and lounging-room; and the *Ladies' Spring* is similarly embellished. There are numerous private baths, shower and spout baths, and large swimming-baths for ladies and gentlemen. The waters are held to be beneficial in cases of neuralgia and general debility; and the high, cool mountain-air is also famed for its salubrity. There are hotel accommodations for 700 guests.

The Berkeley Springs was the first summer resort which was opened in the South. They were on the immense domain of Thomas, Lord Fairfax, who reserved to himself the source still known as "*Lord Fairfax's Spring*," and granted the others to the province of Virginia. In 1755 the ill-fated army of Gen. Braddock (see page 353) passed near this place, and Sir John's Run still commemorates Sir John St. Clair, an officer of the vanguard. The province laid out the town of Bath in 1776, and Gen. Washington, Gen. Gates, Charles Carroll of Carrollton, and many others of the colonial gentry, had cottages here, where they spent portions of the summer in forest-sports and bathing. Horse-racing, card-playing, and the old stately dances were in vogue; and at a certain hour, which was announced by the blowing of a horn, the gentlemen retired and allowed the ladies the privileges of the foliage-shaded bathing-pool. Hither came the Baron and Baroness de Riedesel in 1780, — he to recover his health, which was shattered in the Saratoga campaign. In 1786 James Rumsey earned enough money at the baths to build his steamboat, perhaps the first in the world, which was launched at the mouth of Sir John's Run (or at Shepherdstown, a few miles below), and successfully ascended the rapid Potomac.

Beyond Sir John's Run the line enters the mts. of the great Alleghany[1] range, near the Cacapon Mts., with the prominent peak of Round Top plainly in view. In 4 M. the great Cacapon River is crossed, and after following the curves of the picturesque upper Potomac and ascending massive galleries on the sides of the ridges, the train traverses the *Doe Gully Tunnel*, which is 1,200 ft. long and pierces a mt. 1,700 ft. high. Fine rugged scenery is passed on either side as the line is followed to the *Paw Paw Tunnel*. Crossing the Little Cacapon Creek and the South Fork of the Potomac, the broad intervales opposite Old Town are traversed, and in the advance are seen the mts. which surround Cumberland. Beyond the *Green Spring Tunnel*, the tall cliffs called Kelley's Rocks are passed, and the picturesque rock-scenery about Patterson's Creek. The train now crosses the Potomac on a bridge 700 ft. long, and enters Maryland in the mt.-county of Alleghany. When Maryland was debating whether to secede or not (in 1861), this patriotic county sent its delegates

1 This chain of mts. (with the similarly named river and adjacent towns and counties) is called "Allegany" in its New York portion, "Allegheny" in Pennsylvania, and "Alleghany" in Maryland and the South. A uniform method of spelling this name is desirable; but the Editor has adhered to the various local forms of spelling, believing it his duty to report things as they are, rather than as they should be.

to the Convention with the instructions that if they voted for secession they should be hung on their return.

Cumberland (* *Queen City Hotel*, at the station), the second city of Maryland, is finely situated in a basin of the mts., with Will's Mt. on the W., and the Nobleys on the S., beyond which is the lofty ridge of Dan's Mt. There are over 8,000 inhabitants, with 8 churches and 3 newspapers; and the public buildings of Cumberland County are located here. The great rolling-mills where the Balt. & Ohio company makes its steel rails form an important feature of the city; and the country-trade is extensive and lucrative. The Chesapeake & Ohio Canal terminates at this point, and is mainly used in the transportation of coal from the great mines in the vicinity. During the year 1873, 779,412 tons of semi-bituminous coal were sent to Georgetown, D. C., over the canal, and 1,794,206 tons were sent East by the railroad, making a total of 2,573,618 tons shipped from Cumberland during the year. The scenery in this vicinity attracts summer visitors, who generally stop at the great *Queen City Hotel* (an appanage of the railroad company). 1 M. W. is the deep gorge called "*The Narrows*," where Will's Creek has cloven its way through the escarped and palisaded sandstone strata of Will's Mt. Through this water-gap runs the old National Road and the track of the Pittsburgh, Washington & Baltimore R. R. (see page 364).

The *Cumberland & Pennsylvania R. R.* runs from Cumberland through the great coal-region to the W. **Frostburg** is a place of about 5,000 inhabitants, 1,400 ft. above Cumberland, and is approached by tracks in the form of a succession of Ys. This lofty and prosperous town is undermined in every direction by exhausted coal-shafts, and the railroad passes under it in a dark tunnel. Running thence S. W., the line follows the narrow carboniferous valley of George's Creek, by several villages of miners, and soon reaches **Piedmont,** 34 M. from Cumberland (time of transit, 3 hrs.).

The main line runs S. W. from Cumberland up the narrow valley of the Potomac, between the Nobley Mts. (on the l.) and Will's and Dan's Mts. (on the r.). The ridges on either side furnish varied views, and beyond the rich glen of Black Oak Bottom the train crosses the Potomac on a costly bridge of stone and iron. **Piedmont** is the seat of large railroad repair-shops, and is at the confluence of the Potomac (North Branch) and George's Creek. At this point begins the ascent of the Alleghany Mts., and for 17 M. the train climbs an average gradient of 117 ft. to the M., propelled by 2 engines. On the r., beyond the deep ravine of Savage River, are the Savage Mts; and near Crabtree Creek the line sweeps in broad curves around the main Alleghany ridge. The scenery on this section is majestic and imposing, and the lofty peaks are shown in new combinations as the train clambers along its lofty galleries and bends on long curving grades. **Altamont** is on the summit, and is 2,720 ft. above the sea. The line now enters *The Glades*, a series of rich alluvial meadows lying along the Youghiogheny River and on the great Alleghany plateau.

3 M. from Altamont is the station at the * **Deer Park Hotel** ($3.50 a day; $20 a week; $75 a month), a first-class summer resort under the management of the railroad company. It is 2,800 ft. above the sea, and is visited for the sake of the pure cool air, and for the romantic and sublime scenery along the Glades and on the mts. The hotel has 150 rooms, furnished with gas and water, and employs an orchestra in summer. The thermometer in summer ranges from 58° to 76° Fahrenheit, and the air is crisp and sparkling. 6 M. beyond Deer Park the train passes the village of *Oakland,* with another large wayside summer-house, called the * **Glades Hotel** (a favorite resort for Baltimoreans). The trouting in the highland streams affords much sport, and game is still found in the forests. A highway runs N. from Oakland, down the pleasant valley of the Maryland Glades, and by the Youghiogheny River, to the remote hamlet of *Friendsville.* 6 M. beyond Oakland the train enters W. Virginia, and traverses a region which is filled with striking scenery. Embankments, tunnels, and deep gorges succeed each other, and at 11 M. beyond Cranberry Summit the line reaches *Rowlesburg.*

The famous * **Cheat River Valley** is now crossed, with beautiful views on either side. Here the chocolate-colored Cheat River, uniting with the Tray Run, descends through a valley between bold and imposing mts., and is lined with dark forests. The railroad crosses on a high grade, bridging the river and rushing along the slopes on narrow yet massively built galleries. The attention and admiration of the traveller is divided between the charms of the natural scenery and the daring skill of the engineering works over which the train passes.

"This scenery has a character of grandeur of its own, and, in the wonderful varieties of forest and lawn, of river and mt., of nature in her savage wildness and nature in her loveliest forms, presents a series of pictures which no well-educated American should leave unvisited. We cross the Atlantic in quest of attractive scenes, and, lo! we leave at home, alongside of the great central iron pathway, views that excel anything that can be seen among the mts. of Scotland or in the passes of the Appenines." (GEORGE BANCROFT.)

Beyond Cassidy's Ridge the train passes through the great **Kingwood Tunnel,** which is 4,100 ft. long and cost $1,000,000. It took 3,000 men 2 years and 8 months to make this tunnel. A long descent now follows, the Murray Tunnel (250 ft.; through sandstone) is passed, and beyond the hamlet of Newburg (on the intervales of Otter Creek) the train follows the narrow valley to **Grafton** (large hotel at the station). This village has about 2,000 inhabitants, and is picturesquely situated on the Tygart's Valley River. About 20 M. up Tygart's Valley (12 M. from Webster) is Philippi, which was occupied by the Confederate forces sent for the subjugation of W. Virginia in 1861. June 3, 1861, these troops (numbering 1,500 men) were attacked by the 1st Va. (Union) and 2 Western regiments, and were totally routed.

The *Parkersburg Division* runs W. from Grafton to Parkersburg in 101 M., traversing the picturesque mts. of W. Virginia and passing several small forest-hamlets. Among these rugged highlands the institution of slavery obtained but a slender foothold, and in 1860 the 4 counties between Grafton and Parkersburg had 35,256 freemen, and only 830 slaves. When the Virginians voted (in 1861) as to whether their State should stand by the Union or secede, the mountain-counties were loyal by large majorities; and when the State took up arms against the Republic, this patriotic section was formed into the new State of West Virginia (with the motto, "*Montani semper liberi*").

The first station of any note is *Clarksburg*, the capital of Harrison County, a village of nearly 2,000 inhabitants, situated on a hill-environed plain near the W. Fork of the Monongahela River. *Petroleum* station is in the oil-district of W. Virginia, and a branch track leads N. from Laurel Fork Junction to **Volcano**, the chief place in that district. In this vicinity is obtained a heavy dark-green oil which is extensively used in lubricating fixed machinery, locomotives, and cars. This valuable petroleum is pumped up from the natural rock-reservoirs far below in the earth, and is kept in large tanks (seen near the line). The deep ravines and rugged hills of this region are occupied by thousands of tall derricks, most of which have long been deserted. At *Claysville* the train reaches the Little Kanawha River, whose course is followed to the N. W. to **Parkersburg** (*Swann House*), the capital of Wood County, a city of 5,546 inhabitants, engaged in the petroleum trade. The train here crosses the Ohio River on a noble bridge which was erected in 1869–71, at a cost of over $1,000,000. It is 1⅓ M. long, with 6 spans over the river and 43 approaching spans. The line connects at Belpre with the Marietta & Cincinnati R. R. for the West.

The Wheeling train runs N. W. from Grafton down the *Tygart's Valley*, with a variety of picturesque scenery. **Fairmont** is a pretty village, with about 600 inhabitants and 2 churches, situated near the confluence of the Monongahela River and Tygart's Valley River. A fine suspension-bridge crosses the river to the hamlet of *Palatine*. Fairmont is the capital of the forest-county of Marion, and is at the head of steamboat navigation on the Monongahela. The line now crosses the hill-country of Wetzel County, and beyond Littleton it enters the **Pan-Handle** of W. Virginia. *Moundsville* is finely situated on the fertile intervales of the Ohio River at the mouth of Grave Creek, and is near the village of *Elizabethtown*, the capital of Marshall County. Between the villages is the *Mammoth Mound*, a relic of the prehistoric inhabitants of America. It is 80 ft. high and 200 ft. broad, and towers over the fertile intervales. The train now runs over level lowlands for several miles, and after an interlude of

rocky narrows, advances by the Ohio River to *Benwood* (where connections are made with the Central Ohio Division of the B. & O. R. R.) and Wheeling.

Wheeling (*McClure House*) is the capital of W. Virginia, and is situated on the Ohio River at the influx of Wheeling Creek. It has 19,280 inhabitants, with 21 churches, 4 banks, and 5 newspapers, and is the seat of the *University of W. Virginia*, a State institution with 10 professors and 154 students. The manufacturing interests are profitable and extensive, and are served by an easily available water-power and immense supplies of coal in the adjacent hills. The *National Road* crosses the Ohio here (over Zane's Island) by a graceful wire suspension-bridge, whose span is 1,010 ft. long, with towers 153 ft. above the river; and the railroad bridge (below the city) is one of the finest in the country. With the approaches, it is 1¾ M. long, including a viaduct of 43 spans in the city of Bellaire. Wheeling is finely situated on a narrow alluvial plain which is overlooked by rugged hills, and has a large commerce on the Ohio River.

The 40 mountain counties of Virginia had long been at odds with the rest of the State by reason of unequal taxation and other unjust discriminations. When Virginia seceded from the Union (in 1861) these counties established themselves into the State of W. Virginia, and testified the patriotism of the new member of the Republic by giving to its armies 26,540 men out of 33,774 enrolled male citizens.

The Hempfield R. R. runs N. E. to Washington, Pa., in 32 M. (see page 363); the River Division of the Cleveland & Pittsburgh R. R. runs (from Bridgeport) to Pittsburgh in 88 M., and to Cleveland in 138 M.; and the Central Ohio & Lake Erie Divisions of the Balt. & Ohio R. R. run (from Bellaire) to Columbus in 137 M., and to Sandusky in 220 M.

66. Baltimore to Washington.

By the Baltimore & Ohio R. R. (Washington Branch) in 1 – 2 hrs.

Stations. — Baltimore (Camden station); Carroll Switch, 2 M.; Camden Junction, 4; Washington Junction, 9; Elk Ridge, 10; Hanover, 12½; Dorsey's, 15; Jessup's, 17; Annapolis Junction, 19½; Savage, 21; Laurel, 23; White Oak, 25; Beltsville, 28; Paint Branch, 31½; Bladensburg, 34; Metropolitan Junction, 39; Washington, 40.

The train moves out from the Camden station, and runs S. W. through the environs of Baltimore. Baltimore to Washington Junction, see page 406.

The deep valley of the Patapsco River is now crossed on the famous * **Washington Viaduct**, a splendid piece of masonry whose arches rest on 7 high piers. The views on either side are broad and pleasant, especially on the l., where the valley widens. The scenery in this vicinity, and the exigencies of railroad travel, have given reason for the erection of the fine hotel on the E. side of the river. The train now traverses the hilly region on the borders of Howard County, with the peculiar clayey soil of the country exhibited in the deep cuts and gullied knolls. *Elk Ridge Landing* is an iron manufacturing village on the Patapsco; and *Hanover* (locally famous for its camp-meetings) is near the iron-mines which supply the Avalon Furnaces.

At *Annapolis Junction* (2 hotels) the Annapolis & Elk Ridge R. R. diverges to the S. E. and runs for 21 M. across Anne Arundel County, intersecting the Balt. & Potomac R. R. at Odenton. Trains run from Baltimore to Annapolis in 1¼–2 hrs.

Annapolis (*Maryland House*), the capital of the State of Maryland, is a quaint old city of 5,744 inhabitants, pleasantly situated on the S. bank of the Severn River, 2 M. from Chesapeake Bay. It derives considerable local importance from its relations to the State, while it has a national interest from the fact that it is the site of the training-school for the officers of the republican fleets. The **State House** is situated on an elevation in the centre of the city, enclosed by a circular granite wall, and is entered from Frances St. It is built mainly of brick, and is surmounted by a dome nearly 200 ft. high. The hall beyond the main entrance is under the dome, whose interior work is seen thence. On the r. is the Senate Chamber, memorable in American history as the place where Congress ratified the Treaty of 1783 (acknowledging the national independence), and also where Washington resigned his command of the army. Here are full-length portraits of Charles Carroll (by Sully), Chase, Paca, and Stone, the Maryland signers of the Declaration of Independence; and of Howard, "the hero of the Cowpens" (by Sully); also a fine painting of Washington resigning his commission to Congress. In the adjacent Committee Room is a singular painting by C. W. Peale, representing Lord Chatham in the costume of a Roman senator. The Chamber of the House of Delegates is opposite the Senate Chamber, and has galleries for visitors. The State Library is at the end of the hall under the dome, and has over 20,000 volumes. On the second floor is the Executive Department and the Court of Appeals (wherein hangs a large picture of Washington and Lafayette reviewing the army, by Peale). Another stairway leads to the platform of the dome (130 ft. high), whence a broad view is gained, including the city, the pleasant hills of Anne Arundel, the Severn, and the broad Chesapeake, and the remote line of the Eastern Shore. The State House was built in 1772, and the dome (of wood) was added after the Revolution. The **Treasury** is a venerable building in the circle near the State House, and is famous for having been the legislative hall of the old Provincial Assembly. The *Record Office* is N. E. of the Treasury, and contains the archives of Maryland. On the N. E. of the hill is an ancient cannon which was brought to the province by Lord Baltimore about 1633. **St. John's College** occupies a range of buildings between Prince George St. and the Severn River, and has 12 instructors and 181 students.

In 1744 Gov. Bladen began the erection of a costly gubernatorial mansion on the site of St. John's College. European architects provided with almost unlimited resources had nearly completed the house; when Bladen quarrelled with the Assembly, which thereupon cut off its appropriations. In 1784 the Assembly founded St. John's College, and located it in the ruined building (which was

known as "the Governor's Folly"). It also received the endowments of "King William's School," which was founded at Annapolis in 1696. But the college was dependent, and languished whenever the State subsidies were withheld. The College Green was the camp-ground of the French forces in the Revolution, the Maryland militia in the War of 1812, and the national troops in the Civil War. E. of the college is an ancient poplar-tree, which probably antedates the city, and is much venerated by the Annapolitans.

St. Anne's Church (Episcopal) is on the Church Circle (6–700 ft. W. of the State House), and is a stately edifice, with colonnades of stone separating the nave and aisles, and an altar of carved stone. The bell (now destroyed) of this church was given by Queen Anne, and the 7 vessels of the communion service (still in use) were presented by, and bear the monogram and arms of, King William III. The church is the third St. Anne's which has occupied this site, the first having been built in 1696. *St. Mary's Church* (Catholic) is on the Duke of Gloucester St., on land given by Charles Carroll of Carrollton, and adjoins *St. Mary's College* and Convent. Candidates for the missionary clergy of the Redemptionist Order study 6 years at St. James College (Baltimore), 2–4 years at St. Mary's (Annapolis), and 5 years at St. Clement's College (Ilchester, Md.), returning to Annapolis for a final practical course. The *Government House* is a costly new mansion W. of the State House, used for the residence of the Governor. There are many quaint old houses in the city which date from 1740–60 and were built of imported brick.

The * **U. S. Naval Academy** is the national school for the education of midshipmen and their preparation for the higher commands in the navy. The course of study covers 4 years, and is varied by cruising in the school-ships. This school was founded in 1845, and was transferred to Newport, R. I., during the Civil War (May, 1861–Sept., 1865). The buildings were occupied by the army during that period, and at the close of the rebellion the naval cadets returned. The grounds cover 114 acres, and are fronted by a sea-wall along the Severn River. The new Midshipmen's Quarters accommodate 200 cadets, and are crowned by a dome which commands a broad marine view. The Officers' Quarters, Gunnery Building, Observatory, Hospital, and Mess Hall are commodious structures. The Department of Steam Enginery is at the foot of the main avenue, and contains bright models and large engines of steam-frigates. In front is a fountain surmounted by a statue of Neptune, and a portal formed of cannon captured on the *Confiance* (War of 1812). The Chapel contains several memorial tablets, and on the grounds are 3 monuments, — to midshipmen killed at Vera Cruz in 1847, — to Lieut. Herndon, lost on the *Central America*, — and to the soldiers of the fleet who fell in the Tripolitan War (in 1804). The latter monument was erected at Washington in 1808, was mutilated by the British in 1814, and was removed to Annapolis in 1860. The old Government House of Maryland, erected before the Revolution, was bought by the U. S. in 1869, and is now used for the library (15,000

volumes) and reading-room. In this building are large and valuable collections of birds, shells, minerals, coins, etc., with trophies, flags, and other curiosities. There are many busts of eminent men, and casts of celebrated antique statuary; also several rude but spirited paintings of battles at sea, and portraits of the great naval chiefs, Stewart, Farragut, Paul Jones, M. C. Perry (Japan expedition), O. H. Perry (Battle of Lake Erie), Decatur, Hopkins, Rodgers, Preble, McDonough, Biddle, and David Porter. The Academy has a fine band and a marine guard, ball and boat clubs, and a gymnasium on the walls of old Fort Severn. A dress-parade of the battalion occurs every evening (unless stormy), and many visitors attend the imposing ceremonial. The dress-balls given here during the winter (especially on Feb. 22) attract hundreds of the patrician damsels of Baltimore and Washington. The Academy is situated in finely adorned grounds, adorned with trees and shrubbery and ancient trophy-cannon. The remains of old Fort Severn are near the river, and there are usually two or three vessels of the fleet moored off Severn Park.

On St. Cecilia's Day, 1633, the Catholic pilgrims set sail from England, "having placed our ship under the protection of God, the Blessed Virgin Mother, St. Ignatius, and all the guardian angels of Maryland." In due time they reached land at **St. Mary's,** near the Potomac River, and founded there the capital of the prospective province. In 1648 Episcopal Virginia began to persecute her Puritan citizens, and in 1649 the afflicted church moved to Providence (the present site of Annapolis). The Catholic Governor Stone soon advanced by sea from St. Mary's against the new colony, but was defeated and captured after a fierce fight, in which 50 of his men were killed. The Puritan battle-cry was, "In the name of God, fall on. God is our strength"; and the Marylanders shouted, "Hey for St. Mary's." In 1694 the Puritan village became the provincial capital; and in 1695 it was named Annapolis, in honor of Queen Anne. In 1745 the *Maryland Gazette* was established; in 1752 a theatre was opened (the first in America); in 1774 the citizens burned the British brig *Peggy*, with her cargo of tea; in 1776 the royal governor, Eden, was forced to fly, and the "glorious old Maryland Line" began to gather here. About 1795 the city began to decline in relative importance.

At the outbreak of the Secession War the city was occupied by rebels, who were arranging for an attack on the Naval Academy and the frigate *Constitution.* April 21 the 8th Mass. regiment arrived here (by water), and rescued the imperilled national property; occupied the city; ignored the petty and impertinent sectionalism of the Maryland governor; and marched to Annapolis Junction, rebuilding the demolished railroad, and attended by the 7th New York Regiment. Thereafter, until the redemption of Baltimore, the troops advancing to the defence of the national capital passed through Annapolis.

Beyond *Annapolis Junction* the train crosses in succession the Little Patuxent and Big Patuxent Rivers, and approaches *Laurel* (Laurel Hotel), a thrifty and growing village of about 1,200 inhabitants, situated ½ M. N. of the line. It has busy iron-works and cotton-mills, and is situated in a district which abounds in peaches. The railroad was cut at this point by a daring band of Southern cavalry during the summer of 1864. *Muirkirk* has iron-works which draw their supplies from the rich ore-beds in the vicinity; and the stately granite building of the Agricultural College of Maryland is seen from Paint Branch (College) station, crowning a line of heights on the r.

"A series of grassy hills, with sandy creeks at their passes; then Bladensburg, an angular stretch of old, gable-chimneyed, bent-roofed houses, ½ M. from the railroad; then a line of red-clay breastworks, worming up to the hill-tops, where stand dismantled forts; then an octagonal building with a cupola on it, — the home and foundry of Clark Mills, sculptor; then the uneasy outlying landscapes of a city, — culverts planted nowhere, streets graded to no place, brick-kilns and pits, a cemetery, frame shanties on goose pastures disputed by cows made sullen by over-milking; boys, babies, friendless dogs, and negro women 'toting' great bundles on their heads; no more fence, the smell of apparent garbage and ash-heaps; signs of ground-rents and dirt-throwing invitations; and all this time you are descending into basin-land and down the valley of a bare creek; at last a dome, such majesty and whiteness as you never saw elsewhere, appears sailing past the clouds, — the Capitol!" (GEORGE ALFRED TOWNSEND.)

Washington, see page 420.

67. Baltimore to Washington.

By the Balt. & Potomac R. R. in 1½-2 hrs.

Stations. — Baltimore; N. Central Junction, 2 M.; Lafayette, 3; Winans, 9; Stony Run, 11; Severn, 15; Odenton, 18; Patuxent, 21; Bowie, 26 (branch to Marlboro', 40; Pope's Creek, 75); Seabrook, 30; Wilson's, 34; Benning's, 38; Navy Yard, 41; Washington, 43 (Richmond, 156).

The train leaves the Calvert Station, in Baltimore, and passes through the great tunnels beneath the city, traversing the rural environs, and passing the divergence of the N. Central R. R. The train now diverges to the S., and crosses the broad Patapsco River. At *Odenton* it intersects the Annapolis & Elk Ridge R. R., on which trains run 15 M. S. E. to **Annapolis,** the capital of Maryland (see page 416). The line next traverses the fertile hills of Anne Arundel County, whose chief products are corn and tobacco. The county was named for Lady Anne Arundel, who married Lord Baltimore, and in 1860 had 16,568 free citizens and 7,332 slaves. Beyond the Patuxent the line enters Prince George County, which, in 1850, produced more tobacco than any other county in the Union (8,380,851 pounds), and is still famous for that staple. From **Bowie** the *Pope's Creek Branch* diverges to the S., and runs for 49 M. through the rural districts of Prince George and Charles Counties. *La Plata* station is near **Port Tobacco,** the capital of Charles County, and a garrisoned post during the Secession War. The terminus of the branch line is at *Pope's Creek,* fronting the wide waters of the lower Potomac.

Beyond Bowie the Washington train passes on to the shores of the Eastern Branch of the Potomac, which is crossed on a long trestle-bridge. Pleasant views are afforded of the broad river and its hilly banks. The Washington Tunnel is a costly and massively built structure of masonry,

1,500 ft. long; and as the train emerges from its depths, the white dome of the Capitol is seen on the r. The terminal station is on 6th St., near Pennsylvania Ave.

68. New York to Washington.

The new route by the *Limited Express trains* affords the most speedy and luxurious mode of passing from the metropolis to the national capital. The train is composed entirely of Pullman cars, and runs through without change in 6 hrs. and 40 minutes. The fares are, New York to Philadelphia, $4.25; to Baltimore, $8.50; to Washington $10 (Pullman car fares included).

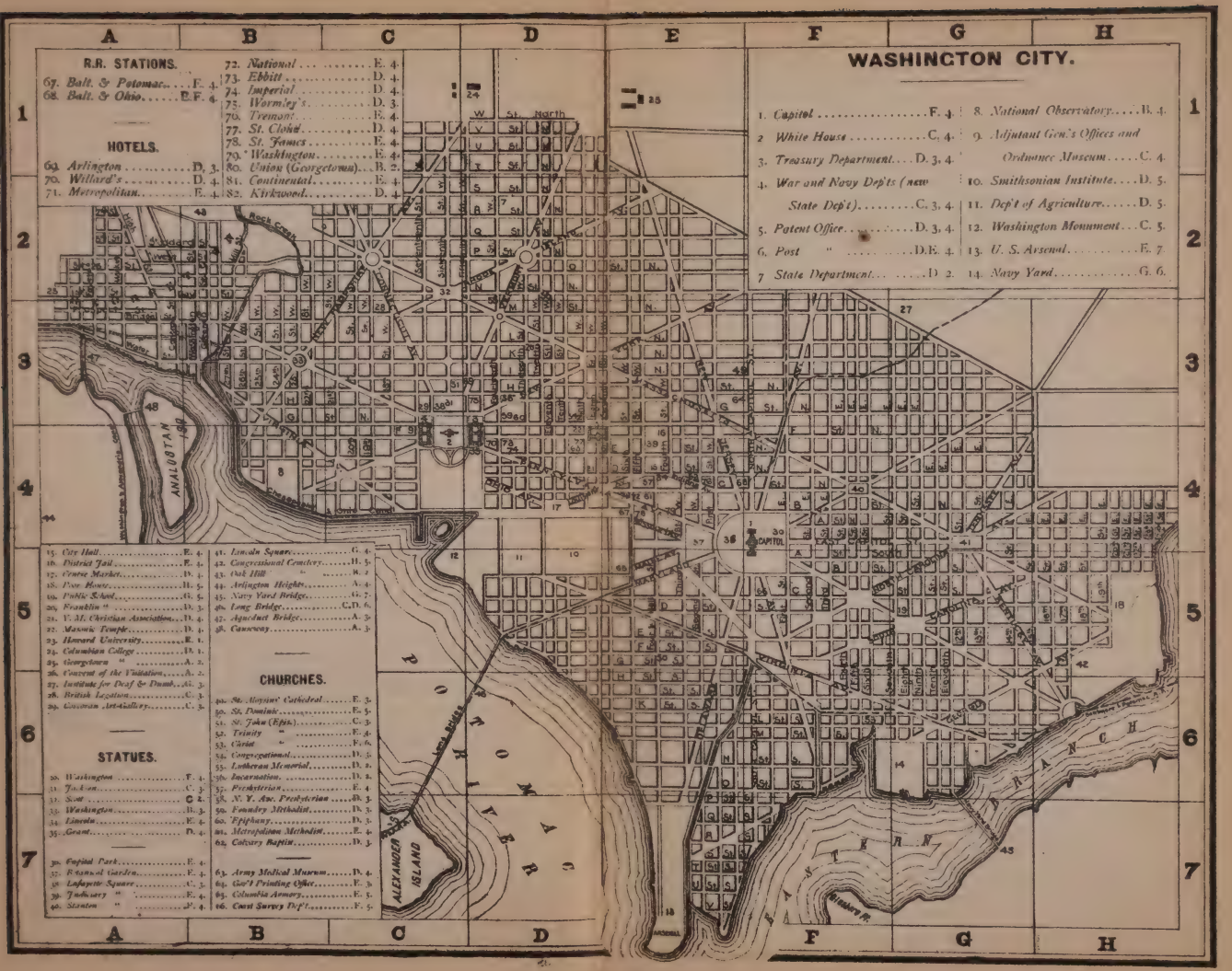
The train leaves New York at 9.30 A. M. (3¾ hrs. after the arrival of the night express from Boston), and arrives at Washington at 4.03 P. M. (city time). The route between New York and Philadelphia is described on pages 254–262; between Philadelphia and Baltimore, on pages 386–394; between Baltimore and Washington, on pages 419, 420. The Limited Express stops *en route* at Newark, Elizabeth, New Brunswick, Trenton, Germantown Junction, W. Philadelphia, Wilmington, and Baltimore.

69. Washington.

Hotels. — *The Arlington, a large and imposing building near the Treasury, accommodating 325 guests and charging $5 a day; *Willard's, corner of Penn. Ave. and 14th St., accommodating 400 guests ($4.50 a day); the *Metropolitan, Penn. Ave., near 6th St., 300 guests ($4 a day); the *Ebbitt, corner of F and 14th Sts., 300 guests, a favorite resort for officers of the army and navy; the *National, corner of Penn. Ave. and 6th St., a famous old hotel, accommodating 400 guests ($4 a day), Wormley's, on 15th St.; the Imperial, on E St., near Penn. Ave. and 14th St.; the Washington, corner of Penn. Ave. and 3d St.; the Continental, Penn. Ave., near 3d St.; the St. Marc, Penn. Ave. and 7th St. (European plan); the Globe, corner of F and 12th Sts.; the Milliken, E and 10th Sts.; the St. James (European), near the Balt. & Potomac station; the Tremont ($2.50 a day), near the Balt. & Ohio station. The Union Hotel is eligibly situated in Georgetown (corner of Bridge and Washington Sts.). *Boarding-houses* are found in all parts of the city, and with widely varying prices.

Restaurants. — *Welcker's, on 15th St. near H, is famous for its costly dinners and rich wines; *Wormley's (15th and H Sts.) is a quiet and aristocratic resort; the *St. George (F St., near 9th) is much frequented by ladies, and tickets are sold at a large discount; Harvey (corner of Penn. Ave. and 11th St.) has oysters in every shape; Russell & Leonard's (9th St. & Penn. Ave.) is elegant and rich; the National (Penn. Ave. and 6th St.) is a good lunch-saloon. Freund's is in the Capitol, and is much frequented by Congressmen; and there is a large restaurant in the Treasury Department. The hotels on the European plan are provided with dining-rooms where meals are served *à la carte*; and table-board may be secured at the better class of boarding-houses for $30–35 a month.

Reading-Rooms are found in the larger hotels. The *Library of Congress is open from 10 A. M. to 4 P. M., and visitors can there examine the largest collection of books in America. The library and reading-rooms of the Young Men's Christian Association are open to all visitors from 9 A. M. until 10 P. M. The offices of the Washington correspondents of the chief American newspapers are on Newspaper Row and near the corner of 14th and F Sts. Though not open as public


WASHINGTON CITY.
1. Capitol ..... F. 4.
2 White House ..... C. 4.
3. Treasury Department.... D. 3, 4.
4. War and Navy Dep'ts (new State Dep't)..... C. 3, 4.
5. Patent Office..... D. 3, 4.
6. Post " ..... D.E. 4.
7 State Department..... D 2.
8. National Observatory..... B. 4.
9. Adjutant Gen's Offices and Ordnance Museum..... C. 4.
10. Smithsonian Institute.... D. 5.
11. Dep't of Agriculture..... D. 5.
12. Washington Monument.... C. 5.
13. U. S. Arsenal..... E. 7.
14. Navy Yard..... G. 6.
R.R. STATIONS.
67. Balt. & Potomac..... F. 4.
68. Balt. & Ohio..... E.F. 4.
HOTELS.
69. Arlington ..... D, 3.
70. Willard's ..... D. 4.
71. Metropolitan..... E. 4.
72. National ..... E. 4.
73. Ebbitt ..... D. 4.
74. Imperial ..... D. 4.
75. Wormley's ..... D. 3.
76. Tremont ..... E. 4.
77. St. Cloud ..... D. 4.
78. St. James ..... E. 4.
79. Washington ..... E. 4.
80. Union (Georgetown)..... B. 2.
81. Continental..... E. 4.
82. Kirkwood..... D. 4.
15. City Hall..... E. 4.
16. District Jail..... E. 4.
17. Centre Market..... D. 4.
18. Poor House..... H. 5.
19. Public School..... G. 5.
20. Franklin " ..... D. 3.
21. Y. M. Christian Association.... D. 4.
22. Masonic Temple..... D. 4.
23. Howard University..... E. 1.
24. Columbian College..... D. 1.
25. Georgetown " ..... A. 2.
26. Convent of the Visitation..... A. 2.
27. Institute for Deaf & Dumb.... A. 3.
28. British Legation..... C. 3.
29. Corcoran Art-Gallery..... C. 3.
STATUES.
30. Washington ..... F. 4.
31. Jackson ..... C. 3.
32. Scott ..... C. 4.
33. Washington ..... D. 3.
34. Lincoln..... E. 4.
35. Grant..... D. 4.
36. Capitol Park..... E. 4.
37. Botanical Garden..... E. 4.
38. Lafayette Square..... C. 3.
39. Judiciary " ..... E. 4.
40. Stanton " ..... D. 4.
41. Lincoln Square..... G. 4.
42. Congressional Cemetery..... H. 5.
43. Oak Hill " ..... H. 2.
44. Arlington Heights..... A. 4.
45. Navy Yard Bridge..... G. 7.
46. Long Bridge..... C.D. 6.
47. Aqueduct Bridge..... A. 5.
48. Causeway..... A. 3.
CHURCHES.
49. St. Aloysius' Cathedral..... E. 3.
50. St. Dominic..... E. 5.
51. St. John (Epis)..... C. 3.
52. Trinity " ..... E. 4.
53. Christ " ..... F. 6.
54. Congregational..... D. 5.
55. Lutheran Memorial..... D. 2.
56. Incarnation..... D. 2.
57. Presbyterian..... E. 4.
58. N. Y. Av. Presbyterian..... D. 3.
59. Foundry Methodist..... D. 3.
60. Epiphany..... D. 3.
61. Metropolitan Methodist..... E. 4.
62. Calvary Baptist..... D. 3.
63. Army Medical Museum..... D. 4.
64. Gov't Printing Office..... E. 3.
65. Columbia Armory..... E. 5.
66. Coast Survey Dep't..... F. 5.
Rock Creek
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Anacostia River
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reading-rooms, the files of papers in these offices are generally accessible to visitors from their respective sections.

Amusements. — The National Theatre (E St., near 14th) produces dramas and comedies, with a regular stock company and occasional "star" engagements. *Operas* are sometimes presented here during the winter months. Ford's Opera House (9th St., near Penn. Ave.) has a small auditorium. *Lectures and Concerts* are given in Lincoln Hall, corner of 9th and D Sts.; Masonic Hall, corner of 9th and F Sts.; Odd Fellows' Hall, 7th St., between D and E Sts.; and Willard's Hall, F St., near 14th St. *Billiards* are found in several saloons throughout the city, the principal resort being at the National Hotel. *German sports* and viands are found at the Schuetzen Park, on 7th St., beyond the Howard University. *Boating* is a favorite amusement of the civil-service men, who have several well-drilled rowing-clubs. Their races are conducted on the broad reaches of the Potomac, and attract many spectators. *Base-ball* is played on the grounds in the N. W. part of the city.

The Season. — The best times to visit Washington with design to see the natural beauties of the city and its environs are in May, early June, and October, when the air is bland and genial, and the rich foliage of the parks and the flowers of the national gardens are in bloom. The fashionable season is during the winter, when much of the brilliant society and talent of the Republic is concentrated here. The sessions of Congress begin on the first Monday in December, and continue until March 4 (in the odd-numbered years), or until early summer (in the even-numbered years). During this period the galleries of the Senate and House of Representatives are open to visitors (except during occasional short executive sessions of the former body); and the leading politicians of the nation may there be seen. The debates in the House are oftentimes spicy and exciting, but are nearly unintelligible on account of the noise; and most visitors will prefer the stately decorum and quietude of the Senate. The two houses open their sessions at noon, and the first hour is devoted to the uninteresting routine of reading the journal and reporting bills. The sessions usually close late in the afternoon, though during times of exigency and the discussion of important measures the Senate sometimes continues in conclave until far into the night. When the House is in session a flag is displayed over the S. wing of the Capitol; and the flag over the N. wing indicates that the Senate is in session. When the debates are prolonged into the evening, the great lantern over the dome is illuminated, forming a brilliant mass of light which is visible for many miles.

The fashionable season lasts from New Year's until Lent, and is filled with a round of receptions, balls, and parties. The days of the receptions are announced in the newspapers, and the Presidential levees are open to all who may come. Full evening dress should be worn, although it is not essential to admission.

Ambassadors. — The office of the legation of Austria is at 1728 H St., N.W.; Belgium, 1714 Penn. Ave.; Brazil, 822 Conn. Ave., N. W.; Chili, Wormley's Hotel; Denmark, 2015 G St.; Ecuador, 1741 G St., N. W.; the French Republic, 1721 H St., N. W.; the German Empire, 734 15th St., N. W.; Great Britain, in the costly new building of the British Legation, on Conn. Ave.; Hayti, Arlington House; Italy, 2017 G St., N. W.; Japan, 926 Scott Place; Mexico, 1724 G St.; Holland, 611 13th St.; Peru, 1709 H St., N. W.; Portugal, 1725 H St., N. W.; Russia, 1801 F St., N. W.; Spain, 1301 K St., N. W.; Sweden and Norway, 2015 G St., N. W.; Turkey, 1404 H St., N. W.

Military Music by the Marine Band daily at guard-mounting at the Marine Barracks. Also (during the summer) on Wednesday afternoons in the East Park, and on Saturday afternoons in the grounds of the Executive Mansion.

Carriages. — Caution and firmness are necessary in dealing with most of the hackmen of Washington. The legal tariff allows them: for 1–2 passengers (one-horse coach), 75c. per hour or per course, or if less than 1 M., ½ the above rates; for 1–2 persons (two-horse carriage) per hour, $1.50; per course of over 1 M., $1; for each additional passenger, 50c. In case of disagreement, drive to a police-station. Carriages for excursions beyond the city had best be engaged at the hotel-offices or the livery-stables. The general price for a barouche and driver, to carry 1–4 persons to the Soldiers' Home or to Arlington, is $5. Among the longer carriage routes (for which special contracts must be made) are those to the Great Falls of the Potomac, and along the fortified heights from the Aqueduct Bridge to Alexandria. The battle-district as far as Manassas is often traversed by parties of gentlemen in open carriages.

Collections and Public Buildings.

Agriculture, Department of (page 433), open from 9 A. M. to 3 P. M. daily.[1] Museums of Agriculture and Entomology and Herbarium.

* *Arlington House and National Cemetery* (page 448), open daily to all visitors.

Army Medical Museum (page 437), 10th St., between E and F; daily from 9 A. M. to 3 P. M.

Botanical Gardens (page 431), entrances on 3d St. and opposite the West Capitol Park; daily from 9 A. M. to 6 P. M.

Capitol (page 426), on Capitol Hill; open daily until dark, and sometimes till late at night.

Congressional Cemetery (page 425), open daily till dusk.

Columbia Hospital, corner of L and 25th Sts.; Tues. and Fri., from 10 A. M. to 4 P. M.

Columbia Institution for the Deaf and Dumb (page 445), reached by Columbia Railway; open daily.

Committee-Rooms in the Capitol. — Entered by permission of the sergeants-at-arms.

* *Congress* (page 421), open during session from 12 M. to 3 P. M., or later.

Convent of the Visitation (page 447), Fayette St., Georgetown; open to visitors Wed. and Sat. afternoons.

* *Corcoran Gallery of Art* (page 440), corner of Penn. Ave. and 17th St.; open daily from 10 A. M. until dark (Tues., Thurs., and Sat., free).

Dome of the Capitol (page 427), open daily.

Education, Bureau of, corner of G and 8th Sts. (opposite Patent-Office); open daily, 9–3.

* *Executive Mansion* (page 439), Penn. Ave., near 16th St.; open daily, 10–3 o'clock.

* *Georgetown College* (page 446), on Georgetown Heights; open daily.

Glenwood Cemetery, 1½ M. from the Capitol; open daily.

Howard University (page 445), 7th St. Road; open daily.

Insane Asylum (page 445), 2 M. from the Navy Yard; open Wednesdays, 2–6 P. M.

Interior Department, N. Corridor of Patent-Office; 9–3 daily.

* *Library of Congress* (page 427), W. front of the Capitol; open daily, 9–4 (or until the adjournment of Congress).

Louise Home, Mass. Ave., near 15th St. (page 438); open every afternoon.

* *Mount Vernon* (page 450). Steamboats daily from the 7th St. wharf.

Naval Museum (page 425), Navy Yard; open daily, 9–4.

Naval Observatory (page 443), foot of 24th St.; open daily, 9–3.

Navy Department, 17th St., near Penn. Ave.; open daily, 9–3.

Navy Yard (page 424), foot of 8th St. E.; open daily, 7 A. M. till sunset.

* *Oak Hill Cemetery* (page 446), Georgetown Heights; open daily from sunrise to sunset.

* *Ordnance Museum* (page 442), corner of 17th and F Sts.; open daily, 9–3.

* *Patent-Office*, Model Rooms (page 436); open daily, 9–3.

Post-Office (page 436), open daily, 9–3.

President's House, see Executive Mansion.

Smithsonian Institution and Museums (page 432), open daily, 9–4.

* *Soldiers' Home* (page 445), 3 M. N. of the Capitol; grounds open daily.

State, Department of (page 438), open daily (except Thursdays), 9½–2½.

Supreme Court (page 428), open daily during session.

Treasury Department (page 439), open daily, 9–2.

War Department (page 442), open daily, 9–3.

Washington Monument (page 434), open daily on application to the keeper, who lives near by.

Fees and gratuities are not expected by the attendants and custodians of the national buildings, and attempts to bestow them would generally be resented.

1 It is almost superfluous to mention that the public buildings of Washington, as generally throughout the Republic, are closed on Sunday.

Post-Office, on F St. near 7th, open from 6 A. M. to 11 P. M.; and on Sundays from 8 to 10 A. M. and 6–7 P. M. *Telegraph-Offices.* — Western Union, corner of Penn. Ave. and 14th St.; Franklin, 609 Penn. Ave.

Horse-Cars. — All points of interest in the city can be reached by horse-cars. The F St. line (Metropolitan Railway) runs prettily furnished one-horse cars, and is patronized by the better classes (fare, 7c.; 10 tickets for 50c.). They run every 4 min., from the Senate wing of the Capitol by the Balt. & Ohio station, C St., Louisiana Ave., 5th St., F St. (passing the Post-Office and Patent-Office), 14th St., H St., and 17th St. (passing the War and Navy and new State Departments). The same line runs cars from Lincoln Square up E. Capital St., 1st St. E., B St., N. J. Ave., C St., Louisiana Ave., 5th St., F St., 14th St., H. St., Conn. Ave., P St., West St. (Georgetown), High St., and Fayette St. to the Convent of the Visitation; also from the P St. Circle, out Conn. Ave. to the city-limits; also from the corner of 9th and M Sts. down 9th St. to B St., 6th St., Missouri Ave., and 4½ St. to the Arsenal gate.

The Washington & Georgetown Street Railway (fare, 5c.) runs every 5 min. from the Navy Yard along 8th St. E. and Penn. Ave. to the Capitol, thence on Penn. Ave., 15th St., Penn. Ave., and High St. (Georgetown). The 7th St. Branch runs from the Potomac Ferry to Alexandria on 7th St. (intersecting the main line at Penn. Ave.) to the city limits near the Howard University; where it connects with the Silver Springs Branch to the Schuetzen Park and the vicinity of the Soldiers' Home. The 14th St. Branch runs (every 10 min.) from the Treasury out New York Ave. and 14th St. to the city limits and the vicinity of the Columbian University. The Columbia Railway runs (every 10 min.) from the Treasury over New York and Mass. Aves. and H St. by the Government Printing-Office and St. Aloysius Cathedral, and terminates at the city limits. The Belt line runs from the Capitol along 1st, C, 4th, O, 11th, E, 14th, Ohio Ave., 12th, Virginia, and Maryland Aves.

Railroads. — The Balt. & Ohio, to Baltimore and the North (see Route 66); the Balt. & Potomac (see Routes 67, 68). The Metropolitan Branch runs from the Balt. & Ohio station to Point of Rocks, 43 M. (Harper's Ferry, 55 M.). The trains for the South leave the Balt. & Potomac station (corner of 6th and B Sts.) by the Washington & Alexandria R. R. (to Alexandria, 7 M.).

Steamboats. — For Norfolk and Boston (by transfer), Mon. and Thurs. at 2 P. M. from the 7th St. wharf; for New York every Friday from the foot of High St., Georgetown; for Philadelphia on Tues. and Fri. from Water St., Georgetown (by Ches. & Del. Canal); for Baltimore and the river landings at evening on Mon., Tues., and Fri. from 7th St. wharf; for Quantico (Acquia Creek) every morning at 7 o'clock, connecting with trains for the South; for the river ports and the Northern Neck, on Mon., Tues., Thurs., and Fri., from the 7th-St. wharf; for Mount Vernon daily at 10 A. M. from 7th St. wharf. *Ferry-boats* run to Alexandria every hour during the day, from the 7th St. wharf (fare, 15c.; round trip, 25c.).

WASHINGTON, the capital of the Republic of the United States of America, is favorably situated on the l. bank of the Potomac River, at its confluence with the Eastern Branch. The site of the city is one of the finest in the country, and occupies an undulating plain encompassed by high hills. It is famous for its salubrity, and is rapidly becoming a favorite winter resort, while the wide avenues are being lined with handsome residences. The plan of the streets is very peculiar; and it has been well said that "Washington City in its grand plan is French; in its minor plan, Quaker. It is the city of Philadelphia griddled across the city of Versailles." The rectangular streets are crossed obliquely by 21 broad avenues (120–160 ft. wide), bearing the names of the States; and the triangular spaces at the intersections are laid out as parks. There are 264 M. of streets and avenues, with more width than in any other city; and of these over 160 M. are firmly paved (costing nearly

$5,000,000). Massachusetts Ave. and Pennsylvania Ave. are each 4½ M. long, extending across the city from the Eastern Branch to Rock Creek. The last-named avenue is the main thoroughfare, and passes the Capitol grounds, the Treasury, White House, and new State Department, and continues the chief route to Georgetown. 7th St. is the next important thoroughfare of the city, and runs from the wharves on the Potomac to the heights by the Howard University, intersecting Penn. Ave. nearly midway between the Capitol and the Treasury. The population of the city in 1870 was 109,199, of whom 35,455 were negroes, and 13,757 were foreigners (mostly Irish and German). There are 5 banks, 8 daily and 10 weekly papers, and 120 churches and chapels (of which 20 are negro, and 6 are German). There are 22 lodges of Masons, 13 of Odd Fellows, 19 of Knights of Pythias, 7 of Red Men, 4 of the Brotherhood of the Union, 8 tents of Rechabites, 6 posts of the Grand Army of the Republic, 3 Schuetzenvereins, 2 Turnervereins, and 7 musical societies. The commerce and manufactures of the city are comparatively insignificant; and the majority of the inhabitants are, directly or indirectly, connected with the civil and military services of the Republic.

From the Capitol Grounds, *Maryland Ave.* leads S. W. to the Long Bridge, and N. E. to the toll-gate. *E. Capitol St.* runs E. (with a width of 160 ft.) to the Eastern Branch, passing *Lincoln Square*, on which a costly monument has been erected. *N. Capitol St.* leads N. to the *Government Printing-Office*, the largest printing-house in the world. The building is over 400 ft. long and 4 stories high, and has 52 presses and 300 composing-stands. The third floor is occupied by the bindery. The number of government documents, reports, and surveys which are printed here annually is simply enormous; and some of the illustrated reports and histories are of great beauty and typographical excellence. Just beyond this point is the Roman Catholic *Cathedral of St. Aloysius*, a plain but spacious building where fine music is heard on Sunday afternoons. N. of the Cathedral is a tall campanile. *New Jersey Ave.* runs N. N. W. from the Capitol through a thinly settled district, passing the Balt. & Ohio station, and terminates at the base of the heights, near the Howard University.

Pennsylvania Ave. runs E. S. E. from the Capitol grounds across the broad plateau where the city was intended to have been located. The great building of the *Providence General Hospital* is seen on the r. at 2d St., and is conducted by the Sisters of Charity. At 8th St. the horse-car line and the current of general travel turns S. and passes to the Navy Yard, by the Marine Barracks. The * **Washington Navy Yard** is situated on the Eastern Branch, or Anacostia River, 1¼ M. S. E. of the Capitol (horse-cars every 6 min.). It covers 27 acres, and is entered by a portal which was designed by Latrobe. Within the entrance are 2 long

brass cannon which were captured by Decatur from the Tripolitan gunboats (in 1804). Officers' quarters are seen on either side; and a short distance to the r. is the * **Naval Museum,** a small two-story building, whose interior is kept in remarkable order, and with true man-of-war's-man's daintiness. The polished wooden walls and ceilings are adorned with stars, circles, and crosses formed of bright cutlasses. Here may be seen Confederate torpedoes; projectiles in great variety; war-rockets; marine howitzers; models of heavy naval artillery; swivels; a cannon used by Cortez in the Conquest of Mexico; a mortar captured from Lord Cornwallis; Spanish guns; blunderbusses; two 20-inch cannon-balls from the cannon on the Rip-Raps Battery; and the stern post of the frigate *Kearsarge*, smashed by a shell from the *Alabama.*

The *Artillery Park* is beyond the Commandant's residence; near the centre of the yard, and contains a remarkably interesting trophy-battery. Here are the powerful armaments of the Confederate iron-clads *Albemarle, Atlanta,* and *Tennessee;* an immense Whitworth gun from Fort Fisher; other heavy artillery from the Southern coast; Austrian and French guns; and a heavy cannon which was on the Confederate ram, the *Merrimac.* There is a fleet of vessels in the stream, among which are several monitors and torpedo-boats. The monitors are battered veterans of the Secession War, and may be inspected on securing a permit at the office of the Yard. High up on the opposite shore is the imposing front of the Asylum for the Insane; and pleasant views are afforded down the river. The *Experimental Battery* is near the shore, and is devoted to inculcating the principles of naval gunnery. The great ship-houses, ordnance-foundries, store-houses, and other buildings in the Yard, will attract the attention of the visitor. Two squares N. of the gate are the **Marine Barracks,** the head-quarters of the U. S. Marine Corps, a body of 2,500 men, who are the soldiers of the fleets of the Republic, and have rendered the most illustrious and brilliant services in all quarters of the globe. The ceremony of guard-mounting is performed at the barracks every morning (8 in the summer and 9 in the winter), with military precision and the music of the famous Marine Band. There are some interesting trophy-flags in the armory. The Washington Navy Yard was established in 1804, and here were built the renowned frigates, the *Wasp, Viper, Essex, Argus, St. Louis, Potomac, Brandywine, Columbia,* and others.

The **Congressional Cemetery** is beautifully situated on the high bluff over the Eastern Branch, 1 M. above the Navy Yard, and contains over 20 acres. There are 147 plain freestone cenotaphs, erected in honor of the Congressmen who have died during their terms of service.

Among the monuments are those of Gen. Jacob Brown, commander of the U. S. Army from 1821 to 1828; Gen. Alexander Macomb, his successor; Gens. Gibson

and Henderson; Commodores Tingey, Chauncey, Wainwright, Montgomery, and other officers of the army and navy; Elbridge Gerry and George Clinton, Vice-Presidents of the U. S.; John Forsyth, Secretary of State from 1836 to 1841; A. P. Upshur, Secretary of State, 1843–44 (killed by the bursting of a gun on the frigate *Princeton*); William Wirt, Attorney-Gen. from 1817 to 1830; A. D. Bache, Superintendent of the U. S. Coast Survey from 1843 to 1867; Joseph Lovel, Surgeon-General of the Army from 1818 to 1836; Tobias Lear, private secretary of Washington; and many other notable men. Several of the monuments are distinguished for artistic merit and beauty. Beyond the Cemetery is the reservation occupied by the Army and Navy Magazines.

The * * **Capitol of the United States** is probably the most magnificent and imposing building in the world. It stands on the summit of Capitol Hill (89½ ft. high), with the W. front overlooking the city, and the main front facing E. on the plateau towards the Eastern Branch. The surrounding parks are now being altered and artificialized, with broad plazas, bronze lamps, flower caskets, etc. The general style of the architecture of the Capitol is classic, and the structure consists of a main building of Acquia Creek freestone (whitened), surmounted by a majestic and somewhat disproportionate iron dome, and flanked by great marble extensions. It is 751 ft. long, 324 ft. in extreme depth, covers 3½ acres of ground, and has cost over $13,000,000. The * central portico, on the E. front, is 160 ft. long, and consists of 24 monolithic columns supporting a tympanum in which are the sculptures of Persico representing the Genius of America, with Hope and Justice. The portico is approached by broad stone stairways, on whose upper buttresses are the statuary-groups representing the Discovery of America (carved by Persico), and the First Settlement of America (carved by Greenough in 1842). On r. and l. of the entrance are colossal * statues of Peace and War, in fine Carrara marble; and over the portal is a bas-relief representing Fame and Peace crowning Washington with laurel. The Capitol is entered by a * *bronze door* 19 ft. high, which was designed by Randolph Rogers and was cast at Munich in 1860 (placed in its present position in 1871).

The exquisite statuettes and relievos on the door represent the Life of Columbus and the Discovery of America, and at the key of the arch is a head of Columbus. On the sides are allegorical statuettes of Asia, Africa, Europe, and America. There are 16 statuettes, representing Pope Alexander VI., Cardinal Archbishop de Mendoza, King Ferdinand of Spain, Queen Isabella, King Charles VIII. of France, Lady Beatriz de Bobadilla, King John II. of Portugal, King Henry VII. of England, Prior de Marchena, Pinzon, Hernando Cortez, Barthblomew Columbus, Ojeda, Balboa, Amerigo Vespucci, and Francisco Pizarro. The panel-reliefs represent Columbus before the Council of Salamanca, Columbus sailing from Palos for Spain, his audience at the Spanish Court, his embarkation from Palos, landing on San Salvador, battle with the Indians, his triumph at Barcelona, Columbus in chains, his death-bed.

The visitor now enters the * **Rotunda,** a remarkable circular hall 96 ft. in diameter and 180 ft. high. Over the doors are inferior bas-reliefs by disciples of Canova, representing: (E.) the Landing of the Pilgrims at Plymouth; (S.) Daniel Boone fighting the Indians; (W.) Pocahontas sav-

ing Capt. John Smith ; (N.) William Penn in Council with the Indians. *The frieze* (300 ft. long) is to be adorned with an emblematic series of sculptures representing the history of the United States. The Rotunda is surrounded with 8 panels containing large historical paintings, distinguished rather for accuracy and fidelity than for artistic merit The subjects are : The * Declaration of Independence, by *Trumbull ;* the Surrender of Burgoyne, *Trumbull ;* the Surrender of Cornwallis, *Trumbull ;* Washington resigning his Commission, *Trumbull ;* the * Embarkation of the Pilgrims at Delft-Haven, *Weir ;* the * Discovery of the Mississippi River, *Powell ;* the * Landing of Columbus, *Vanderlyn ;* the Baptism of Pocahontas, *Weir* (a fine analysis of these pictures is given in Keim's *Washington*).

The * **Library of Congress** is reached by the corridor from the W. door of the Rotunda, and occupies lofty halls which are built of marble and iron. The Library contains 300,000 volumes and 60,000 pamphlets, and is the largest in America and the 16th in size in the world. It is especially famous for its collections relating to the history of the Western Hemisphere ; for its extensive law-library ; and for ancient books of the 15th and 16th centuries, autograph folios and MSS., and files of newspapers (among which is a series of the *London Gazette* from 1665 until 1874). The illustrated books are found here in great numbers and in the most costly editions. Ancient black-letter and vellum MSS., autograph collections, rare *incunabula*, and other quaint literary curiosities, are found here. Books may be read in the halls by visitors. The * view from the lofty W. portico of the Capitol (entered from the Library) is of great beauty, and includes the city and public buildings, Arlington Heights, and Alexandria. The Library of Congress was founded in 1800; destroyed by the British in 1814; was partially burnt in 1851 (when 35,000 volumes were destroyed); absorbed the Smithsonian Institution Library in 1866, and the Force Collection in 1867. Plans are being canvassed for the purpose of erecting (near the Capitol) a new and appropriate fire-proof building for the occupation of the rapidly increasing literary collections.

The * **Dome of the Capitol** overarches the Rotunda, and is 307½ ft. high (from the base-line of the building to the top of the statue) and 135½ ft. in diameter. It is exceeded in size only by the domes of St. Peter's (at Rome), St. Paul's (at London), St. Isaac's (at St. Petersburg), and St. Louis des Invalides (at Paris). The structure is crowned by a bronze * *statue of Freedom*, designed by Crawford and cast by Clark Mills at Bladensburg. The statue is 19¼ ft. high, and stands on a globe which is encircled by the legend *E Pluribus Unum*. The majestic beauty and sense of power in this fine piece of statuary will attract the visitor's attention. Upon its lofty and heroic face fall the first rays of sunshine

at morning. The dome is of iron and weighs over 8,000,000 pounds, resting on massive columns and piers below. It is ascended by a stairway diverging to the l. from the corridor which leads from the N. door of the Rotunda (passing near the curious electrical apparatus for lighting the gas-jets). Above the entablature of the building an open peristyle is reached, bordered by 36 fluted Corinthian columns, and affording a pleasant walk around the dome. The stairway then ascends to the balustrade, whence is viewed the great * fresco of the *Apotheosis of Washington*, painted on the inner shell of the dome and covering 5,000 square ft. This work was done by Brumidi (a Roman by birth, American by adoption), and cost $ 40,000. Washington has Freedom on his r. and Victory on his l., with the 13 States in the foreground; and below are groups representing: the Fall of Tyranny, Agriculture, the Mechanic Arts, Commerce, the Ocean, the Arts and Sciences (Franklin, Fulton, and Morse, with Minerva). On this balustrade is a remarkable whispering-gallery, and a stairway leads up to the promenade at the base of the great lantern (which is modelled after the monument of Lysicrates, at Athens).

The * view from this point is interesting and beautiful. Looking directly over the Senate Wing, N. Capitol St. is seen crossing the railroad, and running out by the Government Printing-Office and the Cathedral of St. Aloysius. On the distant heights are the white buildings of the Soldiers' Home, and a little to the l. is the Howard University. Passing to the l., in the octant between N. J. Ave. and Penn. Ave., is seen the seat of the chief business and population of the city, with the white Patent and Post Offices and the City Hall. In the distance are the heights of Georgetown and Kalorama. Looking straight down Penn. Ave., the eye encounters the gray walls of the Treasury and a part of the White House, with the turrets of Georgetown College, on the distant heights, and the Aqueduct Bridge over the great market. To the W. are the national parks, with the Conservatory, Armory, Smithsonian Institute, Agricultural Department, and Washington Monument; and on the dark heights across the Potomac is the yellow colonnade of the Arlington mansion. Maryland Ave. leads to the Long Bridge, which is seen crossing the river to the sites of the old camps and forts of the Army of the Potomac. Almost due S. W., the spire of Fairfax Seminary (Episcopal) cuts the sky-line over the distant Virginian heights. Farther to the l. is the Arsenal, at the confluence of the Potomac and the Eastern Branch (or Anacostia River), over which is Alexandria, with wide reaches of the placid Potomac. N. J. Ave. runs S. E., by the Coast Survey buildings, to the Eastern Branch; and the Insane Asylum is seen on the hills beyond. To the l is the Navy Yard. Penn. Ave. runs out toward the Congressional Cemetery. Looking over the E. park, the course of E. Capitol St. is followed to the Eastern Branch.

The capitoline dome was less than half done at the outbreak of the Secession War. Work was suspended upon it at that time, but was resumed at the desire of the commander of the national volunteers, who claimed that the cessation of the work at the Capitol had a dispiriting effect upon the soldiers. The Editor has often stood upon the unfinished dome (in the winter of 1861–62), and, by the help of a field-glass, has seen the rebel troops drilling on the slopes of Munson's Hill, whose summit was crowned by a battery over which floated the Confederate flag.

The **Supreme Court** of the United States occupies the old Senate Chamber, which is reached by the corridor running N. from the Rotunda. Visitors are admitted during the sessions of the court (October to May, 12–4 P. M.). This hall is not large, but is one of the most symmetrical in the Capitol. It is semicircular, and on its diameter-line is a screen of

Ionic columns of rich Potomac marble (*breccia*). The exceeding simplicity of the hall is relieved by a series of busts of the former Chief Justices of the Republic. The Supreme Court is the tribunal of final appeal, and is the head of the judicial department of the national government.

The **Senate Extension** is reached by the N. corridor, beyond the Supreme Court. In outward form it is similar to the House Extension, and is also built of Massachusetts marble, with colonnaded fronts to the N. and W., and on the E. a grand * portico, reached by a broad and lofty marble stairway. It consists of 22 rich monolithic Corinthian columns of Maryland marble, arranged in double lines, and supporting a pediment and tympanum which contains a group of statuary by Crawford, representing the Progress of Civilization in the United States. America is the central figure, on whose l. are figures of the Pioneer, the Hunter, and an Indian warrior and squaw; and on the r. are War, Commerce, Youth, Education, Mechanics, and Agriculture. The superb marble vestibule is entered by a * *bronze door*, which was designed by Crawford and cast at Chicopee, Mass.

The Munich foundry refused to make this door unless its cost was prepaid by the U. S. government (it was then the dark hour of the Secession War); and such derogatory advances being declined, the model was shipped to America, and was cast and finished in admirable style. The panel-reliefs represent the Battle of Bunker Hill (death of Warren), the Battle of Monmouth (rebuke of Gen. Lee), the Battle of Yorktown, Washington's Triumphal Reception at Trenton, the Inauguration of Washington, and the Foundation of the Capitol.

The first door to the l. in the corridor leads into the *Senate Post-Office*, which is embellished with rich frescos representing History, Geography, Physical Science, and Telegraphy. The Senate lobby is open when the Senate is not in session, and leads to the *Vice-President's Room* (wherein is Rembrandt Peale's portrait of Washington) and the * **Marble Room**, whose sides and ceiling are of highly polished marble of various colors. The windows overlook the N. part of the city. The *President's Room* is one of the richest in the Capitol, and is adorned with frescos, symbolic, arabesque, and portrait. The * Senate Chamber is best seen from the galleries of the people, which are reached by two grand stairways. The E. stairway runs up from the corridor in which is a marble * statue of Benjamin Franklin, by Hiram Powers. The stairway is made of rich Tennessee marble, with columns of the same material, surmounted by bronze capitals. At the head of the stairway is Powell's painting of the Battle of Lake Erie. The W. stairway is of highly polished white marble, and is adorned with Walker's * painting of the Battle of Chapultepec. At the foot of the stairway is a marble statue of John Hancock, by Horatio Stone. The * **Senate Chamber** is 113½ ft. long, 80¾ ft. wide, and 36 ft. high, and is surrounded by galleries for the use of the people. There are 74 Senatorial desks, arranged in 3 concentric semicircular lines. The

ceiling is an immense plane of iron and glass, with deep panels and ornate cornices, and 21 stained-glass symbolic centre-pieces.

The basement of the Senate Extension is occupied by richly finished and frescoed committee-rooms; and the corridors are painted throughout in the most delicate and beautiful manner (the darkness of this part of the building prevents a sufficient study of these rich frescos). The fauna and flora of America, and numerous portrait-medallions, are depicted with great skill upon the corridor walls, in a style borrowed from Raphael's *loggie* at Rome.

Passing S. from the Rotunda the visitor sees, on the l., a stairway which leads to the *crypt* of the Capitol, with its 40 elephantine columns supporting the immense weight above. The upper corridor leads to the *** National Statuary Hall,** a stately and imposing chamber of semicircular form (96 ft. in diameter and 57 ft. high), bordered by monolithic columns of variegated marble. This hall was used for 32 years for the sessions of the House of Representatives, and is generally conceded to be the noblest in the Capitol. It was designed after an ancient Athenian theatre, with a dome like the Roman Pantheon. "Here Clay presided, Webster made his *début*, Adams died." Over the N. door is a marble * clock, representing History standing in the car of Time and recording the passing events. Over the S. door is a statue of Liberty, by a disciple of Canova, and an eagle, by Valaperti. In 1864 this hall was set apart as a national gallery, and each State was requested to send to it statues of two of its representative men. Rhode Island has sent Gen. Greene (marble) and Roger Williams (marble); Connecticut has sent Jonathan Trumbull and Roger Sherman (both marble); New York, George Clinton (bronze) and Robert R. Livingston (bronze); New Jersey is to send Gen. Philip Kearny and Richard Stockton; Maryland will send Charles Carroll and Roger B. Taney; and Massachusetts has chosen Winslow and Samuel Adams. Busts of Kosciuszko, Lincoln, and Crawford; statues of Lincoln, * Hamilton, Il Penseroso, and Washington, further adorn the hall, with the statues of Gov. Winslow, Ethan Allen, and * Thomas Jefferson.

The corridor running S. from this hall leads to the **House Extension.** This superb building is fronted by porticos similar to those of the Senate (the bronze doors are not yet finished), and the main vestibule is flanked by coupled columns. The *Speaker's Room* is to the l., and is richly adorned. The corridors about the galleries of the people are reached by two stately stairways of marble. At the head of the E. stairway is a large equestrian portrait of Gen. Winfield Scott; and at its foot is a * statue of Thomas Jefferson, by Hiram Powers. At the foot of the W. stairway is a bronze bust of a Chippewa warrior, and at its head is the immense chromo-silica * fresco by Emanuel Leutze, entitled *Westward Ho,* depicting a band of Western pioneers.

The * **Hall of the Representatives** is the noblest legislative hall in the world. It is 139 ft. long, 93 ft. wide, and 36 ft. high, and contains desks for 302 members, arranged in 7 concentric semicircles. On the r. of the marble desk of the Speaker is the pedestal of Vermont marble on which is kept the mace which typifies the authority of the House; and overhead are two brilliant American flags. On the S. wall are * portraits of Washington (by *Vanderlyn*) and Lafayette (by *Ary Scheffer*); also the fresco (by *Brumidi*) of Washington receiving Lord Cornwallis's Envoy at Yorktown. The ceiling of the Hall is highly adorned, and is of iron-work, with 45 stained-glass panels containing the arms of the States. The basement of the House Extension is adorned with scagliola walls and elegant colonnades of fluted marble columns. Bierstadt's paintings of King's-River Cañon and the Discovery of the Hudson are in the Hall. The frescos in the chamber of the Committee on Agriculture are very rich.

The corner-stone of the Capitol was laid in 1793 by George Washington, with masonic rites and ceremonies. The building was destroyed by the British in 1814, and was rebuilt soon after. Dec. 12, 1863, the statue of Freedom was elevated to its present position on the new dome (which cost $1,000,000), and the N. and S. Extensions were completed interiorily in 1859 and 1857. The halls of Congress were converted into a citadel early in 1861; then they became barracks for the National volunteers; and on subsequent occasions the corridors were used as hospitals for the army. The corner-stone of the Extensions was laid in 1851, and contains the words of Daniel Webster:

"If, therefore, it shall be hereafter the will of God that this structure shall fall from its base, that its foundation be upturned, and this deposit brought to the eyes of men, be it then known that on this day the Union of the United States of America stands firm, that their Constitution still exists unimpaired, and with all its original usefulness and glory, growing every day stronger and stronger in the affection of the great body of the American people, and attracting more and more the admiration of the world. And all here assembled, whether belonging to public life or to private life, with hearts devoutly thankful to Almighty God for the preservation of the liberty and happiness of the country, unite in sincere and fervent prayers that this deposit, and the walls and arches, the domes and towers, the columns and entablatures, now to be erected over it, may endure forever.

"God save the United States of America.

"Daniel Webster,

"*Secretary of State of the United States.*"

In the E. Park is Greenough's * statue of George Washington, a colossal figure in classic costume, and in a sitting posture. It was made in Florence, occupied 8 years in its completion, and cost $44 000. It has been regarded as one of the grandest statues in the history of art, and has also met with much ridicule and condemnation. The W front of the Capitol overlooks a line of massive casemates, which were built for fuel, and were fronted by a fine *glacis*. These chambers were used in 1861 for the bakeries of the army. S. of the Capitol, on New Jersey Ave, is the head-quarters of the *Coast Survey*, which "was suggested by Jefferson, begun by Gallatin, organized by Hassler, perfected by Bache, and is recognized by every learned body in the world."

The * **Botanical Gardens** (open 9–6) are W. of the Capitol, and cover 10 acres. The conservatory is 300 ft. long and is built of glass and iron,

with a symmetrical central dome. Under the dome are numerous varieties of palms in rich frondage, luxuriant tropical ferns, mangoes, cinnamon-trees, bananas, and many other plants from the tropics. The temperature is kept at 80°. In the wings are large and brilliant * collections of the unique plants, fruits, and flowers of Africa, South America, Mexico, the Indies, and the South Sea Islands. This is, without doubt, the most extensive and varied botanical collection on the continent, and is supplied with fresh curiosities by the naval exploring expeditions. The other conservatories contain (in their seasons) immense masses of rare and brilliant American flowers, and a fine fountain is located N. of the buildings.

The * **Smithsonian Institution** is one of the most beautiful buildings in the capital city, and stands on the mall between the Department of Agriculture and 7th St. It is in Norman Gothic, or Romanesque, architecture, and is built of Seneca sandstone of a warm reddish-brown hue. The main building is fronted by two stately towers, between which is the carriage-porch and entrance. There are 7 other towers, of which the octagonal and campanile towers of the main building are the most conspicuous. The whole structure is 447 ft. long, and the main tower is 150 ft. high. The E. wing is occupied as a residence by Prof. Henry, the secretary of the Institution; and the W. wing is ended by an elegant little building draped with luxuriant ivy, and resembling an antique chapel. The * **National Museum** is in the main hall, which is 200 ft. long. Many of the curiosities were taken to the Centennial Exposition.

On the r. are the larger mammalia, beyond which are cases containing the birds of all the Americas, alternating with collections of war-implements and domestic utensils of the aborigines of America, Alaska, and Polynesia. At the W. end are 2 elegant specimens of taxidermy, being large groups of brilliantly colored birds. The wall-cases contain fish-casts and birds; and the centre of the hall is occupied by shells, turtle-cases, and curiosities from the Indian tribes. On the S. side of this section of the hall are ethnological collections in great variety; while the galleries also contain Indian, Alaskan, and Aleut curiosities, weapons, and apparel, with Egyptian and Peruvian mummies at the end. In the S. W. gallery are Australasian, Polynesian, and African curiosities, and fine ornithological specimens are found in this department. In the E. half of the hall are large carnivorous animals, birds, shells, skeletons, eggs, and other collections in natural history, with minerals, fish, and serpents in the galleries. A cloister leads from the E. end to the house of Prof. Henry. From the centre of the hall a passage leads to the *S. Vestibule*, which contains a tablet from the temple of Miltiades at Marathon, a collection of Central-American idols from Nicaragua, a huge plank of red-wood from California, and the mausoleum of the Emperor Alexander Severus (brought from Syria by the frigate *Constitution*). The **Gothic Hall** is a small but beautiful specimen of Gothic architecture, with a clere-story and groined roof supported by slender columns. On the r. side are cases containing costumes and weapons of the Indians and Esquimaux, and from the pillars depend portraits of Indian chiefs. On the l. side of the hall are cases filled with the rich and quaint products of China, Siam, and Japan, including costly Persian shawls and robes, carpets, weapons, china, furniture, and other presents sent by those governments to the Presidents of the U. S. The pearl-work from Siam is noticeable for its beauty, and the Persian and Arabic goods are curious. In the centre of the hall are cases displaying medals given to the

officers of the U. S. A., Burmese and Siamese MSS., Chinese paper-money, Japanese MSS., Davy Crockett's tomahawk, Capt. Cook's razor, locks of hair of the first 14 Presidents of the U. S., a bolt to which Columbus was chained, the great seal of the Republic, treaties with the chief powers of Europe (including Turkey and Russia, in their own languages), the treaty of alliance with France in 1778. In the next case are ethnological collections from the drift, shell, stone, and other early epochs, including models of the lake-dwellers' house near Zurich, ancient remains from Dordogne, Patagonian curiosities, a model of Stonehenge, and relics of the old Polar explorations. At the E. end of this hall is Rembrandt Peale's portrait of Washington (also a curious old painting of the Moslem attack on Constantinople); and at the W. end is a fine portrait of Guizot, by Healy.

The * *West Hall* is entered beyond the Gothic Hall, and is a beautiful chamber with groined roof, round-arched windows, and a deep apse. It was occupied for many years by the great library of the Institution, which was removed to the Capitol after the fire. In the centre is the celebrated *Irwin-Ainsa meteorite*, a ragged metallic ring weighing 1,400 pounds, which fell from the heavens upon Arizona. The *Couch meteorite*, fossil woods, stalactites, cinnabar, and other curiosities are found here; also a mass of native copper from Ontonagon, near Lake Superior. This remarkable piece of ore was formerly used by the Indians as a sacrificial altar, as described by Father Charlevoix. It cost the U. S. government $5,654. On the E. side of the hall are the ore and metallurgical collections arranged in cases and with their myriads of specimens carefully classified. On the S. side is the mineralogical collection; also the *Polaris Collection*, gathered on the voyage of the Polaris in 1870–73. The W. wall is occupied by a series of lithological specimens. In and near the apsidal projection are numerous large photographs of scenery in the far West; also a painting of Columbus before the Council at Salamanca. The **Ethnological Hall** is a spacious apartment over the Main Hall, which has but recently been refitted from the fire of 1865. In the centre are casts of numerous ancient species of animals, including a megatherium, glyptodon, and others.

The *Smithsonian Grounds* (52½ acres) are very attractive, and were laid out by Downing, the eminent landscape-gardener, to whose memory the American Pomological Society has erected a rich vase of Italian marble, 4 ft. high and well adorned. It is E. of the Institution Building, and was designed by Calvert Vaux. E. of the Institution and near 6th St. is the *Armory*, a long unoccupied building designed for military uses.

James Smithson, a natural son of the Duke of Northumberland, graduated at Oxford in 1786. He was well provided for by his father, and led a quiet and studious life, much of which was spent on the Continent, where (at Genoa) he died. His favorite pursuit was chemistry, on which he wrote several articles for the Royal Society. He never visited America, and knew no one here, yet, for reasons which have not yet been revealed, he left his whole estate "To the U. S. of America, to found at Washington, under the name of the Smithsonian Institution, an establishment for the increase and diffusion of knowledge among men." The sum given amounted to $515,000, which was invested in Arkansas bonds and was lost when that State repudiated, but the money was supplied from the national treasury. The building was erected by the interest-money which accrued during the long preliminary delays. Great contention arose in Congress as to the methods of "diffusing knowledge"; but a library, museum, and art-gallery were established, and the Smithsonian Contributions have given much scientific and ethnological information to those who care for it.

The * **Department of Agriculture** (open from 9 to 3) is situated on the Mall between the Smithsonian Institution and the Washington Monument (at the foot of 13th St.). It is a fine brick building in Renaissance architecture, 170 ft. long, with 3 stories and a Mansard roof, and is con-

structed of pressed brick with brown-stone and bronze trimmings. The lower corridors are flanked by prettily frescoed offices, and lead (on the r.) to the library of the department, which contains a large collection of agricultural treatises. A double stairway leads up to the *Museum of Agriculture,* a hall 102 ft. long and 52 ft. wide, neatly frescoed and bearing the arms of the 37 States.

The cases contain specimens of the grains, grasses, and fibrile products of the Republic; the varieties of woods; silk in all stages of its formation; foreign grains; Fayal aloe-laces; drugs, dyes, starches, and sugar; plaster models of American fruits; domestic poultry; birds and animals in which farmers are interested, etc. The top of the table near the centre of the hall is made from a slab of California red-wood 12 ft. long and 7½ ft wide. The *Entomological Museum* is entered W. of the hall, and contains a great number of insects and of works on entomology. The *Herbarium* is above the Museum (E. end, 3d story), and has 25,000 varieties of plants. The Department of Agriculture was founded in 1862, and distributes 1,200,000 packages of seeds annually, besides 250,000 annual reports, great numbers of monthly reports, and thousands of bulbs and plants. The *Plant-Houses* are W. and S. of the main building and have an aggregate length of 470 ft. They are of iron and glass (costing $75,000) in graceful curved lines, and contain a grapery (S. wing), an orangery, and a central pavilion for palms, pineapples, and other tropical products. The * *Flower Gardens* are in front of the main building, and are adorned with statuary, vases, and terraces. The display of floral splendor here during the springtime and summer is worthy of a long journey to see. The *Arboretum* is to the N.; and to the S. are the extensive *Experimental Gardens.*

The **Washington Monument** is at the W. end of the Mall, beyond 14th St., and overlooking the Potomac River. It is an enormous and costly work, but from its unfinished and disproportionate condition is rather a blemish than an ornament to the city. It is 174 ft. high and 81 ft. square at the base, founded on a mass of dark gneiss, and with the superstructure of white Maryland marble in large blocks. In the low wooden building to the E. is a collection of many score of finely carved and ornamental stones sent by different governments, States, and societies to adorn the interior of the monument. Some of the American blocks are remarkable for their elaborate carving, especially those of the fire departments and Northern societies. Michigan has sent a block of copper weighing over a ton; and the various States have sent fine local stones. Japan, China, Switzerland, the Hanseatic Cities, Egypt, Greece, and other foreign states have sent memorial stones. The block sent by the Sultan of Turkey is covered with delicate Arabic inscriptions; the Commune of Paros (Greek archipelago) has sent a block of pure Parian marble; Naxos contributes another; there are marbles from ancient temples along the Mediterranean shores; and lava from Mount Vesuvius.

The monument was founded in 1848, and was designed to be completed as an obelisk 600 ft. high, with its base surrounded by a superb rotunda 250 ft. in diameter and 100 ft. high, encircled by 30 titanic columns, adorned by scores of statues of eminent Americans, historic bas-reliefs, insignia of the States, and containing the tomb of Washington. It is now a matter of doubt whether the monument will be completed (for which $1,200,000 are necessary), or will be demolished and made into a grand triumphal arch.

S. of the monument is the *Government Propagating Garden*, covering 8 acres with its forcing-houses and flower-beds. It presents a brilliant scene when the flowers are in bloom, and has a pleasant outlook on the Potomac.

Pennsylvania Avenue, in that part of its course in which it runs W. N. W. from the Capitol to the Treasury, is the most busy and attractive street in the city. On and near this line are the chief hotels, stores, and saloons, the theatres and places of amusement, and the trunk-line of the horse railroad. The distance between the Capitol and the Treasury is about 1½ M.; and the magnificent width of the avenue gives it an imposing appearance, which is in undesirable contrast with the plain buildings on the sides. **Four and a Half St.** is the first important cross-street W. of the Capitol, and leads N. by the Territorial buildings and the fine building of the *Metropolitan Methodist Church* (where the President attends) to the old **City Hall,** a handsome (but incomplete) structure of painted freestone which is now occupied by the U. S. courts. In front of its central Ionic colonnade is a Doric column on which is an heroic marble statue of Abraham Lincoln, erected by the citizens of Washington. The statue is not attractive for its beauty, but bears the calm, rugged, and determined expression of the martyr-President, and is looking towards the Capitol. Louisiana Ave. runs nearly S. W. from this point, and affords a fine vista, extending to the Arlington mansion, in Virginia. N. of the City Hall is the *Judiciary Square.* 4½ St. runs S. from Penn. Ave., and crosses the Balt. & Potomac R. R. at Virginia Ave., near the great *Jefferson School,* which accommodates 1,200 pupils. Farther down, at the corner of 6th and F Sts., is *St. Dominic's Church,* a spacious and imposing granite structure (unfinished) with several side-chapels. It is the head-quarters of the Dominican Order in the United States, and is intended to be worthy of the ancient power and wealth of that brotherhood. This part of the city (bounded by B St. N.) and the canal is locally known as "the Island," and was formerly quite insulated by a canal which connected the Potomac with the Eastern Branch, N. of the Mall, and was recently covered over as a sewer. The Island is inhabited for the most part by persons of moderate means. 4½ St. terminates at the Arsenal gate.

The ***Arsenal** is situated on a reservation of 44 acres on Greenleaf's Point, at the confluence of the Potomac and the Eastern Branch. It was founded in 1803, destroyed by the British in 1814, rebuilt by Col. Bomford, and during the Secession War was the depot of ammunition and artillery for the great Army of the Potomac. The grounds are pleasantly laid out, and command beautiful views over the broad river. R. of the entrance is a 15-inch Rodman cannon, which was placed there in position to command the river early in the Secession War. Near the centre of the grounds is an immense park of artillery, containing 7–800 cannon of all sizes, from small mortars and mountain-guns to the heaviest marine and fortress artillery. A fine battery of brass pieces fronts on the river; and before the old barracks is a trophy-battery containing French, British, Mexican, and Confederate guns; the fine Blakely cannons sent from

Europe to insurgent South Carolina; and a Rhode Island cannon which was curiously wounded at the Battle of Gettysburg. The officers' quarters near the middle of the grounds occupy the site of the old U. S. Penitentiary, where Booth and his fellow-conspirators were buried.

Beyond 4½ St. Penn. Ave. passes several large hotels and a succession of stores, and reaches the broad plaza at the intersection of Louisiana Ave., 7th St., and C St. Here are the large new buildings of the **Centre Market,** which should be visited at early morning to see the rich supplies of vegetables and fruits, meats and game, with which this city is favored. It is claimed that the Washington markets have larger supplies and at cheaper rates than any city of the size in the Union; and the Northern tourist will be interested to see the quaint and ruinous old wagons which bring in the products of the adjacent Maryland and Virginia counties, and the briskly trading negro women with their garden-truck.

Seventh St. is one of the main thoroughfares of the city, and runs N. from the wharves along the Potomac, passing between the Smithsonian Institution and the Armory, and intersecting Penn. Ave., with the Capitol in sight on the r. and the Treasury on the l. It continues N. through a busy mercantile quarter, and soon reaches the Post-Office.

The * **General Post-Office** is between 7th and 8th, E and F Sts., just S. of the Patent-Office. It was built between 1839 and 1865, and cost $1,700,000. It is the finest example in America of the Italian palatial architecture, and is a quadrangle of marble 300×204 ft. in area, enclosing an inner court-yard. The elegant colonnades above the rustic basement are of Carrara marble. The main front is on E St., between Doric columns; and the City Post-Office fronts on F St. The *Dead-Letter Office* contains a large collection of curiosities from the mail-bags, and is on the F St. front (2d story).

The * * **Patent-Office** is situated between 7th and 9th, F and H Sts., and was built between 1849 and 1864 at a cost of $2,700,000. The style is the massive severity and chaste simplicity of the earlier classic art; and the * F St. portico is a majestic work of art, consisting of 16 immense Doric columns, approached by a long stairway, and upholding a classic pediment. The other 3 fronts of the building are adorned by colonnades. The F St. front is of whitened sandstone; the others are of fine Maryland marble. The massive strength of the interior will attract the attention; and the 4 sides enclose a spacious court-yard, on which the fronts are of granite. The inventive genius of the Americans is fully displayed here, amid over 100,000 models, in whose contemplation it is said that inventors sometimes grow crazy. During the last 250 years Great Britain has issued 40,000 patents, but between 1840 and 1870 the United States issued over 50,000 (whose fees amounted to $2,500,000).

The ***Model-Rooms** are open daily from 9 A. M. until 3 P. M., and contain models of all the patents issued in the United States since 1836, making a bewildering maze of complicated and interesting mechanism. They are arranged in cases, on which are cards describing the contents. The *S. Hall is a marvellous room, 242 ft. long, 63 ft. wide, and 30 ft. high, upheld by 36 Doric columns, and frescoed brilliantly in the Pompeian manner. Many of its curiosities were removed to the Centennial Exposition.

Case 23, near the door, contains Washington's tents and camp-equipage, — his blankets, camp-chest, and antique furniture; the model of a barge invented by Abraham Lincoln; an arabesque ornamented gun, presented to Jefferson by the Emperor of Morocco; the treasure-chest of the Continental Army; the commission of Washington; and the *Declaration of Independence. **Case 24** contains 13 scimeters given by the Bey of Egypt to U. S. naval officers; the china sets given to Washington by the Society of the Cincinnati, and to Mrs. Washington by Lafayette; the uniforms of Washington and Jackson; the arms of the Washington family; the coat of Gen Paez (Venezuela); De Kalb's war-saddle; the first American flag raised by loyal Southerners after the war; the diamond-hilted sabre given to Com. Biddle by the Viceroy of Egypt; the war-sword of Washington; etc. On the r. of the entrance is Franklin's old printing-press; and on the l. are the models of the Washington Monument and of Perich's statue of Washington.

The *W. Hall* is 271 ft. long; the *N. Hall* is 266 ft. long, with a remarkable ceiling; and the *E. Hall* is 271 ft. long, with a groined roof resting on marble piers and pilasters. These spacious apartments are filled with immense numbers of models (often of fine and delicate workmanship), representing every department of mechanical art, from an improved knitting-needle to a floating battery or line-of-battle ship.

Beyond the Post and Patent Offices, 7th St. runs out through a mercantile district, and grows less and less interesting until it reaches the base of the heights N. of Washington, and near the Howard University.

Looking up 8th St., to the r. from Penn. Ave., the classic front of the Patent-Office is seen. 9th St. leads (in one square) to the lofty and ornate sandstone building of the *Young Men's Christian Association.* On the second floor is a library of 17,000 volumes, a reading-room containing the principal newspapers and magazines, and parlors for social meetings. A ready welcome is given to strangers. On the next floor is *Lincoln Hall,* the finest lecture-hall in Washington, with frescoed walls and amphitheatrical seats. In the Association chapel religious meetings are held at noon and at 6 P. M. daily. At the corner of 9th and F Sts. (opposite the Patent-Office) is the *Masonic Temple,* a fine building of granite and sandstone, embellished with symbolic carvings and containing a fine public hall, which is much used for balls and sociables.

The **Army Medical Museum** (open daily, 9–3) is on 10th St. W., between E. and F Sts. On the first floor is the Surgeon-General's Office, with 16,000 volumes of hospital records, and the names of 270,000 soldiers who died in the hospitals, and 210,000 who were discharged as disabled.

The Museum proper is on the third floor, and is the finest and most complete of the kind in the world. It contains 16,000 specimens (900 pathological and 2,800 microscopic preparations), illustrating all manner of wounds and diseases. The Anatomical Section contains about 1,000 human skulls, mostly of Indians; and the Section of Comparative Anatomy contains 1,000 skeletons of American mammalia. This building was formerly used as Ford's Theatre, and within its walls, April 19, 1865, President Lincoln was assassinated by John Wilkes Booth. After the fatal shot Mr. Lincoln was carried to the house across the street (No. 516), where he died during the night. The theatre was closed by the government, and was afterwards purchased and applied to its present use.

Advancing along Penn. Ave. to 10th St., beyond the fine iron front of the *Chronicle* office, the Smithsonian Institution is seen to the l., and at the foot of 13th St. (l.) is the Department of Agriculture. Passing the imposing building of the *National Republican*, the avenue intersects **Fourteenth St.**, near the National Theatre and Willard's Hotel. This important street begins at the S. at the **Long Bridge**, a shabby structure about 1 M. long (partly causeway), which crosses the Potomac River. This bridge was strongly fortified during the Secession War, and was the chief line of communication between the Army of the Potomac and its supply-depots. Passing thence to the N., 14th St. runs between the Department of Agriculture and the Washington Monument, intersects Penn. Ave., passes **Newspaper Row** (the head-quarters of the Washington correspondents), crosses F St., with the Treasury on the l., gives glimpses of the Foundry (Meth.), Epiphany (Epis.), and N. Y. Ave. Presbyterian churches on the r.; and traverses a district of fine residences. Across Franklin Square the fine building of the *Franklin School* is seen; and a short distance beyond, the broad Massachusetts Ave. crosses the street, running N. W. to the * statue of Gen. Scott. This magnificent work was completed in 1874 at a cost of $ 20,000, and was cast (in Philadelphia) from Mexican cannon captured by Scott. It is colossal in dimensions, and represents Scott sitting upon his horse and overlooking the field. The design was by H. K. Brown, of New York. The pedestal is composed of 5 enormous blocks of Cape Ann granite, two of which weigh respectively 119 tons and 84 tons, and are the largest quarried stones in the world (except those in the ancient walls of Jerusalem and Baalbek). Near this point is the *Louise Home*, an elegant building which was erected by Mr. Corcoran for a home for impoverished old ladies of culture and social standing. At S St., 14th St. passes the Protestant Orphan Asylum, a roomy and comfortable building of red brick, and soon afterward reaches the city limits, near the **Columbian University**. This institution is under the auspices of the Baptist Church, and has 11 instructors and over 400 students, with a famous law department (on Judiciary Square) with 5 instructors and 160 students, and a medical college (H St., near 14th) with 10 instructors and 70 students. The college buildings occupy the crest of Meridian Hill, which commands fine views of the city and the river. Wayland Seminary (Baptist) is on this hill.

The ****Treasury Department** is at the corner of Penn. Ave. and 15th St. and remains open to visitors from 9 A. M. to 2 P. M. It is the finest building for the purpose in the world, and is constructed in massive and imposing Ionic architecture. The E. front was built in 1836, presenting an unbroken line (342 ft. long) of 30 Ionic columns, and is of painted sandstone. The remainder of the building is of gray granite from the coast of Maine, and is of the most substantial and enduring character. The dimensions (over all) are 582 ft. long by 300 ft. wide, with 2 enclosed court-yards, and the cost has been about $6,000,000. The W. front has side porticos and a grand central entrance fronted by 8 columns, and approached by broad granite stairways. The immense size of the monoliths of the columns and capstones (the latter 18×17 ft. in area) are worthy of note, and the columns are said to be the largest of the kind in the world (weighing 33 tons). The N. and S. fronts are alike, and are adorned by imposing porticos. The N. front is below the level of the Avenue, and looks out on a garden which is embellished by a fountain; and the S. front is highly elevated and looks across a broad platform which is to be adorned with statuary, and commands a pleasant view over the Potomac River. Within the building are 195 rooms, with broad corridors adorned with colored marbles. The finest apartment is the *Cash Room*, which extends through two stories, is lined with rich marble, — red and white for the pavement, Sienna, Bardiglio, and Pyrenean for the panels, black and dove-colored Vermont, white Tennessee and Carrara, and veined marbles for the pilasters and stylobates. The coffered ceiling is enriched by elaborate mouldings, and is lightly gilded. The *Gold Room*, or Treasury vaults, may be seen by permit from the Treasurer. There is usually about $10,000,000 in gold coin in these vaults, defended by thick walls of chilled iron and steel. The reserve vaults are not accessible; and the bond vault is near the Gold Room. The operations of counting the currency, examining the mutilated bills, etc., may be seen from the corridors. Great numbers of ladies are engaged in clerical duties in the building. The Freedmen's Savings and Trust Company has a stately brownstone building N. of the Treasury, in whose upper stories are the offices of the Department of Justice.

The ***Executive Mansion** (popularly known as the *White House*) is 1½ M. W. of the Capitol, and fronts on Penn. Ave. near 16th St. It was modelled after the palace of the Duke of Leinster, and is 170 ft. long by 86 ft. deep. The material is freestone (painted white), and the portico to the N. is of considerable depth (upheld by Ionic columns). Toward the Potomac is a semicircular portico with an Ionic colonnade. The chief attraction within the mansion is the *East Room (open daily from 9 to 3), a fine hall 80 ft. long and 40 ft. wide, adorned in classic style and richly furnished. In and near the vestibule are portraits of Presidents John

Adams, Van Buren, Tyler, Polk, Fillmore, Pierce, and Lincoln; also Stuart's portrait of Washington. The Blue, Red, and Green Rooms are also on this floor, and are sumptuously decorated. The *Executive Office* and the *Cabinet Room*, with the private apartments of the family, are on the second floor. W. of the mansion are the spacious conservatories; on the S. is the pleasant park where the Marine Band plays on Saturday afternoons during the summer season. This park is bordered by the graceful curves of Executive Ave. The President's Mansion was founded in 1792; first occupied by John Adams, in 1800; destroyed by the British by fire and cannonade, in 1814; and rebuilt after 1818.

Lafayette Square is N. of the White House, and is the most beautiful park in the city, being filled with fine shrubbery and trees, and traversed by pleasant paths. It is adorned with a colossal equestrian * statue of Gen. Andrew Jackson, by whose pedestal are 4 trophy-cannon. The statue weighs 15 tons, and was cast from Spanish cannon taken by Gen. Jackson at Pensacola. It was designed by Clark Mills, and is remarkable for its ingenious balancing, which is effected by making the flanks and tail of the horse of solid metal. Near the sides of the park are 2 rich bronze vases, 7 ft. high, which were cast at the Navy Yard from antique models. N. of the Square is the aristocratic old Episcopal Church of St. John (attended by Presidents Madison, Monroe, and Jackson); and the Catholic Church of St. Matthew is to the E. Vermont Ave. leads N. N. E. from the Square, passing (on the first l. corner, fronting the Square) the former home of Senator Sumner, also the Arlington Hotel, and *Scott Square*. Connecticut Ave. runs N. N. W. from the Square to the new and fashionable N. W. quarter of the city, and is traversed by horse-cars. The new *British Legation* building has been erected on this avenue; and on the C St. Circle is the stately mansion of Senator Stewart. At the corner of Conn. Ave. and I St. is *Farragut Square*, which is soon to be adorned with a statue of Admiral Farragut (see page 57).

The * **Corcoran Gallery of Art** is at the corner of Penn. Ave. and 17th St., and is open daily from 10 o'clock until dusk (4 P. M. in winter; 6 P. M. in summer). On Tues., Thurs., and Sat. it is free; on the other 3 days a fee of 25c. is taken. The building is of brick and brownstone, in pure Renaissance architecture, and is embellished with symbolic carvings and the inscription "Dedicated to Art." It is one of the finest art-buildings in the world, and was constructed for the purpose (thoroughly fire-proof) by Mr. W. W. Corcoran, a wealthy and beneficent banker of Washington. It was unfinished at the outbreak of the Secession War, and was seized and occupied during the war for the Quartermaster-General's office. In 1870 the renovated building was deeded by Mr. Corcoran to trustees who should administer it in the best interests of the people.

Visitors are recommended to buy the curator's catalogue (25c.), which is very full in its descriptions. The **Hall of Sculpture** is filled with casts of the masterpieces of antiquity. A section of the frieze of the Parthenon (after Phidias), 180 ft. long, runs around under the cornice. Among the casts are the Discobolus; 9, Venus of Milo; 10, Venus di Medici; 11, Capitoline Venus; 12, Ariadne Deserted; Euterpe, Diana, Eros, Abundance, Minerva, Germanicus, Antinous, the Dying Gladiator, the Laocoon, Nero, Ajax, Silenus, Venus Callipygos, Achilles Borghese, Mercury, Venus, Crouching Venus, Venus at the Bath, Æsculapius, Demosthenes, Julia, Aristides, Sophocles, Socrates, Homer, Jupiter, Polyhymnia, Apollo. Centaur, Venus Anadyomene, Apollo Belvidere (58), Juno, Meleager, Menelaus, Jason, Clytie, Isis, Trajan, and many others. **Side Gallery.** — Venus Victrix, after Gibson; Venus, after Canova, Clytie, after Rinehart; Venus Victrix, after Thorwaldsen. The **Renaissance Gallery** contains copies of the Baptistery Doors of Florence; the Slaves, David, and Day and Night, after Michael Angelo; and 18 bas-reliefs by Jean Goujon.

The **Hall of Bronzes** contains a pair of Sèvres vases; a * series of remarkably delicate copies of the Hildesheim Treasures (exquisite silver plate, dug up at Hildesheim, and supposed to have belonged to the Roman Consul Varus), in 30 pieces; 8 pieces of Faience ware; statuette of Echo, *Mead;* bust of Humboldt, *Rauch;* several vases of majolica and Sèvres porcelain; 114 of Barye's exquisite and renowned * bronzes (the finest collection in America); 96 electrotype reproductions of mediæval European armor, weapons, plate, ornaments, bas-reliefs, shrines, etc.; antique fire-dogs; statuettes, after John of Bologna and Barye's famous group of Theseus Slaying the Centaur

Main Gallery (on the second floor, 96 × 45 ft. in area). 1. Portrait of W. W. Corcoran, *Elliott;* 2, 3, The Departure and Return, *Cole;* 4, Watering-Place, *Schreyer;* 5, Odalisque, *St. Pierre;* 6, Forest-Scene, *Durand;* 7, * The Vestal, *Leroux;* 9, Drove at the Ford, *Hart;* 10, 11, Landscapes, *Robbe;* 12, Amazon, *Lentze;* 14, Paddy's Mark, *Nicol;* 17, * Mercy's Dream, *Huntington;* 18, Magdalena River, *Church;* 19, Savoyard, *Collette;* 21, Cæsar Dead, *Gerome;* 23, 24, Interiors, *Demarne;* 25, Autumn on the Hudson, *Doughty;* 26, Seaport, *J. Vernet;* *27, Adoration of the Shepherds, *R. Mengs;* 28, Pets, *E. Johnson;* 30, Fruit, *Perelli;* 34, Le Puits qui Parle, *A. Vely;* 36, The Drought in Egypt, *Portaels;* 40, The Long Story, *Mount;* 42, Lost Dogs, *Von Thoren;* 45, Fête of St. John in Dalecarlia, *Salmson;* 46, * Count of Wurtemburg and his Dead Son, *Ary Scheffer;* 47, Cromwell and Milton, *Leutze;* 49, 50, Landscapes, *Japy;* 53, Portrait of John Tyler, *Healy:* 54, M. Lasteyrie, *R. Peale;* 55, Andrew Jackson, *Sully;* 57, John Randolph, *Harding;* 58. Death of Moses, *Cabanel;* 59, Charlotte Corday in Prison, *Muller;* 61, Guizot, *Healy;* 62, Henry Clay, *Inman;* 65, Farm-House, *Morland;* 66, In Madeira, *Hildebrandt;* 68, * Le Regiment qui Passe, *Detaille;* 70, Scheveningen, *Kaemmerer;* 72, Satyrs, *Priou;* 73, Heir Presumptive, *Boughton;* 74. In Auvergne, *Bail:* 75, Constantinople, *Ziem.* **E. Gallery** — 1, French Cuirassiers and Bavarian Prisoners, *Detaille.* **W. Gallery** — 2, Landscape, *Gignoux;* 4, Lenox, Mass., *Oddie;* 6, Swiss Scene, *Seefisch;* 8, Mt. Washington, *Kensett;* 9, Napoleon I.; 11, Humboldt; 13, Cascade, *after Achenbach;* 15, Battle, *V. Breughel;* 16, Castel Gondolfo. *C. P. Cranch:* 20, Norman's Woe, *Lanman;* 23, Great Falls of Potomac; 24, Italian Moonlight, *Tavernier;* 25, On the Hudson, *Kensett;* 26, Virgin and Child, *attributed to Murillo;* 27, Christ Bound. *Van Dyck* (?); 30, Huguenot's Daughter; 34, 35, Seaports, *Canaletti* (?); 37, The Trojan Horse; 38, Calabrian Coast; 40, Landscape, *Inness;* 42, Catskill Creek; 43, Flemish Seaport; 45, Duck-Shooting.

The **Octagon Room** is S. of the gallery, and is skilfully draped and lighted. It contains busts of Genevra and * Proserpine, by *Powers;* Penseroso. *Rinehart;* The Veiled Nun; and Shakespeare. In the centre of the Octagon is Hiram Powers's world-renowned * statue of the Greek Slave. In the *S. E. Gallery* is Rinehart's statue of Endymion; and in the *S. W. Gallery* is Rinehart's The Sleeping Children, with a portrait of Washington (after Stuart).

The **War Department** occupies a plain old building at the corner of Penn. Ave. and 17th St., and has a large force of clerks employed in its spacious halls. There are many military curiosities scattered about the building, and the gallery of portraits of the Secretaries of War is interesting. The **Navy Department** is just S. of this building, and is similar to it in general appearance. These antiquated structures are soon to be removed to give place to the new and stately building of the *** State, War, and Navy Departments,** which is now being erected. This immense structure was commenced in 1871, on the plans of Supervising-Architect Mullet, and carries out his Italian-Renaissance ideas, — the bold pavilions, Doric columns, and lofty Mansard roof. It will be in strong contrast with the pure classic architecture for which the public buildings of Washington are famous. The building is to be 567 ft. in extreme length, and 342 ft. in width (including the pavilions on the 4 fronts), and will cost $5,500,000. The material is granite (from Maine for the lower courses, and from Richmond, Va., for the superstructure), and there will be 150 rooms. The building will be absolutely incombustible. The hall of the Secretary of State, the ambassador's saloon, and the library (30,000 volumes), are superbly furnished and of noble proportions.

The *** Ordnance Museum** (open daily, 9 – 3) is in Winder's Building (corner of 17th and F Sts.), which is devoted to government offices. The Museum is on the second floor of the W. wing, and contains models of field and fortress artillery in position; casemates and ramparts; uniforms, and every kind of military equipments; shot and shell of all calibres, from the immense 20-inch 1,000-pound ball to the small 6-pounder; grape-shot, canister, spherical case, and all manner of projectiles; rockets, bush-fire, tourbillons, petards; cartridges, from the small pistol-calibre up to the great bags of powder for the 20-inch guns; rebel shot and shell; cavalry forges and caissons; chevaux-de-frise; a steel Whitworth gun; Gatling and coffee-mill guns; the Egyptian camel-artillery; the carriage of the first (rebel) cannon fired during the Civil War; a model of the Rock Island Arsenal; Jeff. Davis's rifle; and a section of an oak-tree which was literally cut down by musket-balls in the battle of Spottsylvania. The hall is draped with hundreds of Confederate battle-flags, and of State and regimental banners, which were either taken in battle or in the great surrenders of the Southern armies.

The **Signal-Office** is on G St., near the War Department, and is the head-quarters of the *Weather Bureau,* under Gen. A. J. Myer. The instruments in use here are of the most delicate character. The original design of the Signal Corps was to transmit intelligence quickly during the progress of battles or military movements, by means of signal flags. Since 1870 the corps has been engaged in tabulating and reporting in advance (by telegraph) the conditions of the atmosphere and the probabilities of the weather. Cautionary signals are displayed at the chief lake and ocean ports if a storm is approaching them; and the predictions of the Weather Bureau are generally verified. The *Hydrographic Office* is at the corner of 18th St. and N. Y. Ave., in an ancient building called the Octagon. Its chief business is with charts and sailing directions.

The ancient Van Ness mansion is at the foot of 17th St. It was the home of David Burns, owner of the land on which a large part of the city is built. His daughter Marcia was married by Gen. Van Ness, of New York (in 1802), who made of this estate one of the finest places in the country.

Rawlins Square is on New York Ave., near 18th St., and is prettily adorned. Here has been placed a statue of Gen. John A. Rawlins, Secretary of War in 1869.

Penn. Ave. passes between the Corcoran Art Gallery and the War Department, and deflects to the r. at 17th St, passing through an old quarter of the city to the *Washington Circle* (at 23d St.), in which is an equestrian * statue of Gen. George Washington, by Clark Mills (completed in 1860). He is represented as at the Battle of Princeton, with his terror-stricken charger recoiling before the fire of the hostile artillery.

The * **U. S. Naval Observatory** is at the foot of 24th St. W., and is one of the chief institutions of the kind in the world. It occupies a hill near and 96 ft. above the Potomac; and the central building is provided with a revolving dome. There are numerous fine instruments, the chief of which is the great equatorial telescope (the largest of the kind in the world). The observatory is on the *first meridian* for astronomical purposes in the U. S. (the Greenwich meridian is used for nautical calculations), and is in latitude 38° 53′ 38″ N., and longitude 77° 3′ 6″ W. of Greenwich. On the Observatory Hill encamped part of the army of Braddock, in 1755; and Washington wished to have a National University founded here.

On Oct. 21, 1783, Congress was insulted while in session at Philadelphia by a party of mutinous soldiers, and removed its sessions to Princeton. It had then occupied 8 different locations within as many years, and now desired to establish a federal city for the location of the national capital. The great difficulty was found in the local pride of the sections, each of which desired to have the capital within its borders. New York wanted it at Kingston, Rhode Island at Newport, Maryland at Annapolis, and Virginia at Williamsburgh. South Carolina protested against Philadelphia on account of the antislavery sentiment there. Germantown, Wrightstown (Penn.), and Havre de Grace also had strong advocates; and in 1787 Lee, of Virginia, proposed Georgetown, which was, however, rejected by Mass., N. Y., Va., and Ga. In 1790 an act was passed locating the city on the hills of Conococheague (the present site), and Washington purchased the requisite land from the 4 resident farmers. As early as 1663 the domain was called Rome, the traversing water-course the Tiber, and the chief eminence (on which the Capitol now stands) was known as the Capitoline Hill,—not, as has been intimated, on account of prophetic intimations of its future greatness, but because it was owned by a Mr. Pope, who facetiously desired to be called the Pope of Rome. In 1755 Washington had encamped on the present site of the Naval Observatory with Braddock's troops, and probably had studied the surrounding topography.

April 15, 1791, the corner-stone of the District of Columbia was laid with Masonic ceremonies. Gen. Washington named the new capital "The Federal City"; but in the following year (1792) the commissioners entitled it "The City of Washington." Jefferson detested the old Babylonian plan of rectangular squares (as exemplified at Philadelphia); and under his influence the surveyors (L'Enfant and Ellicott) introduced a system of grand Versaillaise avenues. The commissioners ordered the founding of an ornate itinerary column in the present Lincoln Square (like the *Umbilicus* in the Roman Forum), whence all American distances should be computed and the national roads should depart. A grand national church (non-sectarian) was to be founded on the present Patent-Office site; and 15 squares were to be given to the States for adornment. In 1788–89, Maryland and Virginia ceded a domain of 100 square M. to the U. S. (of which the Virginian portion was unfortunately retroceded in 1846).

The *Battle of Bladensburg* was fought Aug. 22, 1814, when 3,000 Maryland militia were led out to repulse the invading British force under Gen. Ross. The militia, though superior in number to the enemy, behaved with shameful poltroonery, and fled at the first volley; but a detachment of 400 sailors with artillery fought valiantly until they were surrounded and overpowered, and the hostile force then occupied the city (after losing 250 men). President Madison had watched the battle, and was obliged to seek refuge in Virginia. The Navy Yard had been destroyed by the Americans, and the British, under the lead of the truculent Admiral Cockburn, proceeded to burn and cannonade the Capitol, White House, and other public buildings. After these vandalic acts of destruction the invaders retired, leaving the shabby village in ruins.

At the opening of the Secession War Washington was an unclean and widely scattered city of about 60,000 inhabitants, with many slaves and unassimilated factions of society, Northern and Southern. Wide and desolate avenues ran through half-settled districts, unpaved and muddy; and the unfinished public buildings looked ragged and uncomely. The volunteers reported that it was "hardly worth defending, except for the *éclat* of the thing." The half-disloyal District militia was inadequate, even if willing, to protect the city against the insurgent Virginians; and great enthusiasm was manifested when the Central Pennsylvania troops reached the capital. The armed and disciplined 6th Mass. quickly arrived, and was followed by the 7th N. Y., and thereafter by a vast stream of Northern and Western volunteers. The camps of the Army of the Potomac were hence orth, for a long time and at different periods, about the city; and its vast depots of ammunition and supplies were located here. It retreated on Washington after the disastrous defeats at Bull Run (July 21, 1861; and August, 1862). On "the solemn circle of those far-bastioned hills" about the city were established lines of fortifications greater than those of Torres Vedras or any others heretofore constructed in the world. The defensive perimeter covered 35 M.; and 20,000 acres of woodland were cleared to give play to the guns. There were 56 forts and 50 batteries, connected by many miles of intrenchments and rifle-pits, with heavy bomb-proofs and secure masked roads. They mounted 8–900 guns (some of the heaviest calibre), and needed a garrison of 25,000, while with 50,000 men the city was impregnable. In July, 1864, while nearly all the troops were with Grant before Petersburg, the defences were assailed by a division of Confederate veterans under Gen. Early. The men of the civil service were enrolled in regiments and put into the rifle-pits, but the artillerists in Fort Stevens and De Russey (7th St. Road) did all the work, shattering with a heavy convergent fire a storming party of rebels, and easily driving back the hostile field-guns. In the nick of time the veteran 6th Corps arrived on transports from the South, and, marching out through the fortifications, fell upon the astonished enemy. Early retired to the Valley of Virginia in season to be defeated by Sheridan. Since the close of the war and the grand pageants of the parade of Grant's and Sherman's united armies, the growth of the city has been remarkably rapid and healthy. In 1871 the District of Columbia was erected into a Territorial government, under whose administration immense amounts have been spent in paving and grading the streets and embellishing the city. This government was broken up in 1874.

70. The Environs of Washington. Arlington and Mount Vernon.

Bladensburg is 6 M. N. E. of Washington, and is a shabby old Maryland village, near the battle-field of Aug. 22, 1814. 1 M. distant, and in a sequestered glen near the highway, is the famous "duelling-ground," where so many fatal duels were fought during the earlier days of the Republic. The most mournful of these encounters was that between Commodores Barron and Decatur, in which the latter was mortally wounded. 2 M. N. of Bladensburg is the noble old estate of George Calvert, of the Lord Baltimore family, where a deer-park was formerly established.

The **Government Asylum for the Insane** (of the army, navy, and District of Columbia) is reached by crossing the Navy Yard Bridge and ascending the heights beyond Uniontown. The building is 750 ft. long, and is in collegiate Gothic architecture, occupying an estate of over 400 acres. It stands on a high ridge over the Eastern Branch, and overlooks Washington and the Potomac. The *Columbia Institution for the Deaf and Dumb* occupies the old Kendall Green estate, N. E. of the city. It is open to both sexes, and has a collegiate department. The central building is a beautiful sandstone structure in ornate Gothic architecture, and is richly adorned and furnished ; while the adjacent buildings are spacious and commodious. The *Glenwood Cemetery* is 1½ M. N. of the Capitol, and is a pleasant rural burying-ground.

The **Howard University** is on the 7th St. road just beyond the city limits, and was founded in 1867 (by the efforts of Gen. O. O. Howard) for the education of youth without regard to sex or color. It has nearly 600 students, of whom (report of 1871–72) there are, in the normal department, 238 : preparatory, 100; collegiate, 35; theological, 26; law, 67; medical, 45; commercial, 84; musical, 21. The larger part of the students consists of negroes, from Washington, the Southern States, the West Indies, and Africa. The University building is a stately structure of white brick, containing the lecture-rooms and museums, and overlooks the city from its lofty hill-top. The view from the tower is very pleasing. To the N. are the Miner Hall, Normal Building, and the Clarke Hall; and to the S., on the plain, are the Medical College and Freedmen's Hospital.

The *** Soldiers' Home** is 3 M. N. of the Capitol (horse-cars on 7th St.), near the 7th St. Road. It consists of several marble buildings in Norman architecture, surrounded by a fine park of 500 acres, which is laid out with winding roads, lakelets, and copses. Near the dormitory building is a bronze statue (10 ft. high) of Gen. Scott, by Launt Thompson. This noble asylum, "the Chelsea of America," was founded in 1851 with the proceeds of a forced levy on the city of Mexico, which Gen. Scott's army carried by storm in 1847. The military-asylum fund had increased by 1868 to $800,000, and was about to be distributed to the State asylums, when the commissioners of this institution applied it to the purchase of W. W. Corcoran's adjacent park and domain of "Harewood." This home is for disabled soldiers of the regular army (who forego their pensions while here), and is supported by a tax of 12c. a month on each soldier of the army. Presidents Pierce and Lincoln made this their favorite summer residence. N. of this point is a *National Cemetery*, where 5,424 soldiers are buried. The *Rock Creek Church* (St. Paul's) is a fine old Episcopal church near the Home, and situated in a broad and venerable graveyard. The church was built in 1719, with bricks imported

from England, and has been somewhat remodelled. Beyond this glen are the bare heights which were occupied by Forts Totten and Slocum and their connecting batteries; and farther to the W., beyond the 7th St. Road, are Forts Stevens and De Russey, whose fire scattered the rebel invaders in 1864.

Georgetown (*Union Hotel*) is a quaint little city of 11,384 inhabitants, separated from Washington by the small ravine of Rock Creek, and situated on a line of bold heights overlooking the Potomac. It is connected with Washington by 4 bridges over Rock Creek, and by 2 lines of horse-cars. The low riverward street is lined with half-ruined warehouses, which mark the decline of the commerce of the port. The upper line of heights command fine views over many leagues, and are occupied by old villas, where dwell the leaders of the polite and cultured society for which Georgetown is famous. * **Oak Hill Cemetery** is one of the most beautiful in the country, and covers the slopes of the heights toward the deep glen of Rock Creek, with great groves of old oaks. It covers 30 acres, and is richly endowed. The chapel is a handsome Gothic building to the r. of the entrance, and is remarkable for its luxuriant ivy, which completely covers the stone-work. Among the eminent men buried in the cemetery are Chief Justice Chase (died 1873), Gen. Reno, Secretary Stanton, Bodisco (the Russian Minister), and numerous officers of the army and navy. Near the N. E. corner is the massive Doric * mausoleum of W. W. Corcoran. The Linthicum Chapel is worthy of note, and the Van Ness-Burns Mausoleum (modelled after the Temple of Vesta, at Rome) is in the E. part of the grounds. About half-way down the slope is a small bronze monument, admirably executed, representing a dead cavalry-soldier. Beyond the Cemetery is the Georgetown high-service reservoir, a loftily situated, dome-shaped structure which is visible from a great distance.

"Oldish, castellated, with queer, feudal-looking round-towers, stands **Georgetown College**, on the heights above the Potomac." This venerable institution was founded in 1789 by the tolerant and scholarly Maryland patrician, John Carroll, first Roman Catholic Bishop of the U. S. It has 18 instructors and 251 students (many of whom are in the preparatory department), and instructs on the ancient and approved system of the Père Jouvency. From the lofty and sequestered grounds is obtained a most beautiful * view, embracing parts of Washington and Georgetown, the Arlington Heights, with their crumbling forts, and a long vista of the broad and silvery Potomac.

The extensive grounds include a vineyard (for sacramental wine), wide playgrounds, and serpentine walks. The old building is flanked by newer constructions, and the round-domed astronomical observatory is on the knoll to the N. The * library contains over 30,000 volumes, and is especially rich in patristic

literature and ancient volumes (100 printed before the Reformation). There are also rich illuminated MSS., black-letter missals and prayer-books, a Bible dating from 1485, the Decretals of St. Isidore, the Bollandist Lives of the Saints, and a set of religious works printed in nearly every language and hieroglyph of Europe, Asia, and the Americas (see case near the S. window). The museum contains many curious natural and historical souvenirs, including some relics of the Decatur family. Visitors are conducted through the buildings by bland Jesuits, in mediæval costumes. This richly endowed college is the head-quarters of the Jesuits in the District, and has large medical and law schools. The brotherhood also conducts the *Gonzaga College*, in Washington, and is very powerful in this region. Under its auspices, several thousand Catholics of the District made a pilgrimage (in May, 1874) to the ancient mission-church of White Marsh, in Maryland, where the Church held its conventions during the colonial era (near which is a statue of the Virgin Mary, carved in the rock over a spring which is reputed to produce miraculous cures).

The *Convent of the Visitation* is on Fayette St., near the College (reached by F St. horse-cars from Washington), and has fine buildings in a park of 40 acres. It is under the nuns of the Order of the Visitation, and has a large seminary for young ladies, much patronized by the Catholic aristocracy of the neighboring States. It is the oldest house in America of this order, and was founded in 1799.

The *Aqueduct Bridge* crosses the river at Georgetown, and connects the Chesapeake & Ohio Canal with the Alexandria Canal. The aqueduct was drained in 1861, and was used during the Secession War, for the passage of troops, supplies, and artillery. It is now provided with a carriageway above the water-course. The canal was built in 1828–41 at a cost of $13,000,000 (most of which was borne by Maryland), and runs from Cumberland (see page 412) to Georgetown, a distance of 182 M., with 75 locks, 11 aqueducts, and numerous tunnels (one of which is 3,100 ft. long). It is desired to extend it to Pittsburgh.

Analostan Island is opposite Georgetown, and contains 70 acres. The dilapidated mansion of Gen. Mason still stands on a knoll at the S. end. Here, in its palmy days, was born James M. Mason, U. S. Senator from Virginia (1847–1861, then expelled for disloyalty), author of the Fugitive Slave Law, and Rebel Commissioner to Europe (with Slidell).

The * **Great Falls of the Potomac** are about 14 M. from the Capitol. The road passes the great reservoirs of the water-works, amid very pleasant scenery, viewing on the l. the *Chain Bridge* and its connected fortifications, and the *Little Falls* (37 ft. of rapids). About 7 M. beyond Georgetown is the * **Cabin John Bridge**, the largest stone arch in the world. The aqueduct is here carried across Cabin John Creek about 100 ft. above its bed on a granite bridge of 220 ft. span; and from the canal beneath looks like a mere thread against the sky. The *Mountain Spring Bridge* is 1 M. above, and is a fine elliptical span of substantial masonry. At the Great Falls the river is narrowed by precipitous banks and rocky islands, and passes through and down the rugged slopes, falling 80 ft. in 1½ M. The principal fall is 40 ft. high, and the neighboring scenery is remarkable for its ragged appearance.

The **Washington Aqueduct** was founded in 1856, and has cost $3,500,000. It collects the Potomac water by a line of stone dams at the Great Falls, and con-

ducts it to Washington by an aqueduct 18 M. long. The receiving reservoir is 4 M. above Georgetown, and contains 163,000,000 gallons; the distributing reservoir is 2 M. below, and contains 150,000,000 gallons; and the Georgetown high-service reservoir contains 1,000,000 gallons.

"On Fame's eternal camping-grounds
Their silent tents are spread,
And Glory guards, with solemn round,
The bivouac of the dead."

The * **Arlington National Cemetery** is about 4 M. from the Capitol, on the Virginian shore of the Potomac River, and is reached by carriages either from the Aqueduct Bridge or the Long Bridge (the latter route being somewhat longer, and leading by the old fortifications of the *tête-du-pont*). It is about 1½ M. from the Georgetown terminus of the horse-car line, and is easily reached by good walkers. The main entrance is through an arched gateway at the S. E. corner of the grounds. There are 15,585 soldiers buried in the cemetery, the greater part of whom are back of the Mansion House, drawn up in long lines on a high and well-shaded plateau. The officers are buried above and along the carriage-way; and near the garden is a massive granite cenotaph surrounded by 4 cannon, under which are the remains of 2,111 unknown soldiers, gathered after the war from the battle-fields between Bull Run and the Rappahannock. Near this point is an amphitheatre with sittings for 5,000 persons, where are held the annual services of *Decoration Day* (May 30). Among the lines of graves are numerous inscriptions:

"The neighing troop, the flashing blade,
The bugle's stirring blast,
The charge, the dreadful cannonade,
The din and shout are past.
Nor War's wild note, nor Glory's peal,
Shall thrill with fierce delight
These breasts, that nevermore may feel
The raptures of the fight."

"These faithful herald tablets,
With mournful pride, shall tell
(When many a vanished age hath flown)
The story how ye fell.
Nor wreck, nor change, nor winter's blight,
Nor Time's remorseless doom,
Shall mar one ray of Glory's light
That gilds your deathless tomb."

The white soldiers are buried W. of the mansion; and the colored troops and refugees are on the slopes some distance to the N.

The *Arlington mansion* is a stately old building occupying a hill-top 200 ft. above the river, and fronted by a classic portal resting on 8 massive Doric columns. It is provided with spacious wings, stables, slave-quarters, gardens, and conservatories. The * view of Washington and the Potomac River from the portico is one of the most beautiful in America, and is of itself worth the journey hither. The interior of the mansion (open to visitors) contains nothing of interest; the valuable mementos of Washington and collection of pictures was carried away by the family in its flight.

The Arlington estate belonged to Mr. D. P. Custis, whose widow was married by George Washington, who left the estate to George Washington Parke Custis, the grandson of Mrs. Washington and the adopted son of Washington. This gentleman built the Arlington mansion about 1802, and the domain became celebrated for its good cheer and generous hospitality. Mr. Custis's daughter married Robert E. Lee, who afterwards dwelt here while an officer of the U. S. Army.

Here he made his fatal decision to follow the fortunes of the insurgent South, and soon afterwards went to Richmond. The deserted estate became a camp-ground for the National troops; forts were erected on its hills; and the mansion was used as a head-quarters. In 1863 the domain was sold on account of the non-payment of taxes, and was purchased by the United States. The cemetery was completed in 1867, and is the scene of solemn and imposing yearly ceremonies, at which the President and Cabinet and the chiefs of the army and civil service are usually present.

Fort Whipple is on the eminence next N. W. of the mansion. It was one of the lighter field-works of the Defences of Washington in 1861–65, and is now used as the head-quarters and training-school of the Signal Corps of the army. Fort Corcoran was over the head of the Aqueduct Bridge; Fort Albany was S. of Arlington; and the storm-beaten remnants of other forts are found all along the heights for many miles.

Alexandria (*Mansion House*) is situated at the confluence of the Potomac River and Hunting Creek, 7 M. below Washington (ferry-boats hourly from 7th St. Wharf, 15c.; railroad hourly from corner of 6th and B Sts.). It is a city of 13,570 inhabitants, devoted to commerce and the shipping of corn and tobacco. The streets are quaint and quiet, paved with great uneven stones, and lined with staid and characteristic houses. The inhabitants are almost altogether of the purest Virginian stock, with the peculiar dialect and manners of the Old Dominion. The names of the streets — King, Queen, Prince, Duke, St. Asaph, etc. — are suggestive of the old-time memories of the people. The chief object of interest is *Christ Church*, a venerable edifice (corner of Washington and Cameron Sts.) in the peculiar "Queen Anne's architecture" which was common to the pre-Revolutionary Episcopal churches of Virginia, now falling into ruin throughout the tide-water counties. This church was erected between 1765 and 1773, of imported bricks, and is interesting from the fact that George Washington was a vestryman and had a pew here (No. 59), which is still reverently shown. The church is surrounded by a venerable graveyard. Pew No. 46 was occupied by Robert E. Lee, of Arlington, afterwards commander of the rebel armies. On the outskirts of the city is a *National Cemetery* containing the remains of nearly 4,000 National soldiers who died during the Secession War. The *Little River Turnpike* runs W. from Alexandria to Annandale and Fairfax Court-House, and was the chief route of advance for the National armies during the war. It is very familiar ground to thousands of Northern gentlemen. Near the city it passes the ruins of *Fort Ellsworth*, on Shuter's Hill, beyond which a road diverges to the r. to the **Fairfax Seminary**, a famous theological school of the Episcopal Church, with 3 professors, 59 students, 450 alumni, and a library of 9,000 volumes. The buildings are neat and commodious, and occupy a secluded hill-top, whence are gained delightful views of the broad Potomac, Alexandria, and Washington. The Seminary was occu-

pied by troops during the Secession War, and a short distance to the W., beyond Fort Worth, was the picket-line which watched the debatable ground of Northern Virginia. Rugged roads lead N. along the embattled ridges to Hunter's Chapel and Arlington Heights. The *Accotink Turnpike* runs S. from Alexandria across the broad estuary of Hunting Creek and over the bold heights where stand the ruins of Fort Lyon and its connected batteries. This road commands pleasant views of the stately Potomac, and leads to Mount Vernon.

Alexandria was founded in 1748, under the name of *Belhaven*, and soon became a commercial port of considerable importance. In 1755 Braddock's Anglo-American army rendezvoused here, and the governors of 5 colonies met in the town to concert plans of operations against the French. Washington was a frequent visitor here, and left substantial tokens of his esteem. In 1814 the town was taken by the British, who carried away large quantities of provisions and several vessels. Alexandria pertained to the District of Columbia from 1788 to 1846, when it was given back to Virginia. Early in 1861 it was occupied by rebel cavalry; and on May 24 the N. Y. Fire Zouaves occupied the place, their Colonel, Ellsworth, being killed while taking down the Secession flag on the Marshall House hotel. Thenceforth for 4 years the city was overrun with soldiers and girt with fortifications, and its streets were barricaded with palisades and *abatis*. The damages caused by the war have never been retrieved.

* **Mount Vernon** is 15 M. below Washington, and is reached by steamboats, which leave the foot of 7th St. at 10 A. M. daily (fare down and back, including admission to the grounds, $1.50). The voyage down the river is very pleasant; and the quaint wharves of Alexandria are soon reached, beyond which the boat passes (on the r.) the lighthouse on Jones's Point and the mouth of Hunting Creek. Landings are made at *Fort Foote* and *Fort Washington* (an old stone fort, well armed and garrisoned, which was destroyed by the British in 1814). Crossing the river diagonally, with the outlet of Little Hunting Creek on the r., the steamboat stops at the landing of Mount Vernon.

The mansion-house is a wooden building of considerable size and antique style, with a broad and lofty portico fronting towards the Potomac. The views of the river, especially to the S., are of great beauty and attractiveness. The interior of the mansion is spacious and antiquated; and the room in which Washington died (S. side; second story; fine view from windows) and the chamber occupied by Lafayette (second story) are its most interesting parts. The dining-hall contains the painting of Washington before Yorktown, by Rembrandt Peale; also copies of Trumbull's and Stuart's portraits of Washington. The Sienna-marble mantel (carved in Italy, and presented to Washington in 1785) and the ancient harpsichord in this room will attract the attention; also the key of the Bastile in the hall (presented by Lafayette), and the personal mementos of Washington in the other rooms of the ground floor. N. W. of the house are the buildings of the lodges, servants' quarters, etc., and a garden which was laid out by Washington. The old family-vault occupies a pleasant situation near the river.

The country about Mount Vernon is rich in memories of Washington and his eminent contemporaries. 7 M. S. W. of the mansion is the ancient Pohick Church, an Episcopal parish church which was located by Washington, who was one of its vestrymen. It was built in 1765, and at one time had a large, wealthy, and aristocratic congregation, but is now abandoned and in a semi-ruinous condition. Beyond this point is the ancient and decadent hamlet of Occoquan, at the head of navigation on the Occoquan Creek, and below the great wilderness called the Occoquan Forest. A few miles below is Fredericksburg (founded in 1727, and named in honor of the heir-apparent to the English throne), a quaint and dilapidated little city on the Rappahannock River. It was completely ruined by a long and terrific bombardment from the artillery of the Army of the Potomac; and here (and at Chancellorsville, a short distance to the S.) the National armies suffered two disastrous defeats. The Confederate cemetery near Fredericksburg is adorned with a monumental memorial; and the National cemetery contains the remains of many thousands of patriot soldiers who fell in the defeats in this vicinity. Still farther down the tide-water region is Westmoreland, "the Athens of Virginia," with its ancient ruined churches and mansions and decadent villages. This county derives its honorable title from the fact that within its borders were born the two Lees who signed the Declaration of Independence, "Light Horse Harry" Lee, Judge Bushrod Washington, President Monroe, and George Washington, with numerous other prominent men of local renown. Near Fredericksburg stood a stately (but unfinished and desecrated) monument over the grave of the mother of Washington, on whose site the nation is about to erect a new and worthy memorial.

The ***Tomb of Washington** is a plain and homely brick structure near the Mount Vernon mansion, and on the edge of a steep hillside over a wooded glen. Within, and visible through the iron-work of the gate, are the marble sarcophagi which contain the remains of George and Martha Washington.

In 1743 Laurence Washington married Anne Fairfax, and soon afterward built the spacious mansion on the Potomac, which he named **Mount Vernon,** in honor of Admiral Vernon, with whom he had served in the terribly disastrous campaign against Cartagena (on the Spanish Main). Laurence's young half-brother, George, was a frequent visitor here, and inherited the domain in 1752. This became his cherished home; and here he engaged in the labors of agriculture, living prudently, yet with a generous hospitality, and entertaining the most distinguished men of America. After his death the estate passed to other branches of the family; and in 1856 the mansion and 6 acres of land were purchased for $200,000 by the Ladies' Mount Vernon Association, aided by the efforts of Edward Everett. It has since been the property of the nation, and was treated with sacred respect by both armies during the Secession War.

George Washington, "the Father of his Country," and the victorious general of the American armies in the War for Independence, was descended from an ancient rural patrician family of English Northamptonshire. He was born Feb. 22, 1732, in Westmoreland County, Virginia, on the banks of the Potomac, Augus-

tine and Mary Washington being his parents. At the age of 14 (his father having been dead 3 years) he received a warrant as a midshipman in the British navy; and his baggage had already been sent on board the frigate, when his mother withdrew her consent, and he was sent to school. In his 17th year he was sent on a surveying expedition to the Alleghany Mts., and devoted 3 years to the business of surveying. He went to Barbadoes in 1751, and on his return was put in command of forces of Virginia militia. In 1759 he left the provincial service, married Mrs. Martha Custis, and thenceforth devoted his time to agriculture and Virginian local government. He was commander of the troops of the Province in 1755 and 1758, and in 1774 was sent as a delegate to the Continental Congress at Philadelphia. In 1775 he was chosen commander-in-chief of the American armies, and proceeded at once to the N. to carry on the siege of Boston. Henceforth he led the Continental forces through long, and oftentimes adverse, campaigns, before superior armies of royalist troops, and kept the discouraged, unpaid, and half-fed Americans in line by his personal influence and power. Late in 1783, the national independence being secured, he resigned his commission, and retired to Mount Vernon. In 1789 he was inaugurated first President of the United States, and held that office through two terms. In 1797 he again retired to his estates, and lived here in quietness, amid the well-beloved scenes of his youth, and in the company of his noble wife. He died Dec. 14, 1799.

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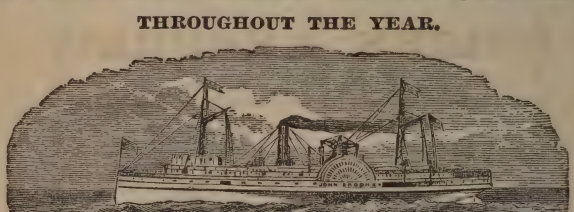

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